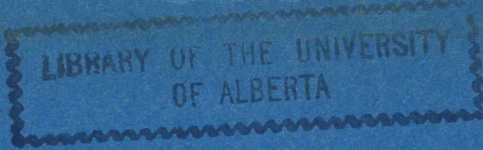


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FOR
CANADA

ANNUAL REPORT

1934



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MINISTER OF AGRICULTURE
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TABLE OF CONTENTS

	PAGE
REPORT OF THE BOARD.....	5
Expenditure.....	5
Garnet Wheat.....	5
Canadian Government Elevators.....	5
Inland Water Freight Rates Act.....	5
Country Elevator Problems.....	6
Committees on Grain Standards.....	7
Tariff Meetings.....	7
Audit—Public and Semi-Public Terminal Elevators.....	7
Country Elevator Overages.....	7
Wheat Bonus.....	7
APPENDICES—	
No. 1 Report of Secretary.....	8
(a) Complaints.....	8
(b) Prosecutions.....	9
(c) Defaults.....	9
(d) Cars out of Turn.....	10
(e) Licences issued 1933-34.....	10
(f) Summary of Licences past twenty years.....	12
(g) Grain Loading Platforms.....	13
(h) Report of Statistician.....	13
(i) Annual Weigh-up Terminal Elevators.....	25
No. 2. Personnel—Committees on Grain Standards.....	28
3. Personnel—Grain Appeal Tribunals.....	29
4. Report of Registrar.....	30
5. Report of Chief Grain Inspector.....	32
6. Report of Chief Weighmaster.....	39
7. Report of General Manager, Canadian Government Elevators.....	43
8. Report of Grain Research Laboratory.....	46
9. Report of Revenue and Expenditure.....	48
10. Regulations of the Board.....	56

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 8th, 1935.

Hon. R. B. HANSON, K.C., M.P.,
Minister of Trade and Commerce,
Ottawa.

Sir,—We have the honour to present herewith the Annual Report of the Board of Grain Commissioners for the year 1934, in conformity with Section 23 of the Canada Grain Act, 1930.

EXPENDITURES

The expense of maintaining the organization still occupies the Board's practical attention. It is gratifying to report that the reduction forecast in our last annual report has been more than was anticipated. The actual expenditure for the fiscal year 1933-34 was \$1,759,182.79 and indications are that a still further reduction will be effected during the present fiscal year. It is also satisfactory to note a slight increase in revenue during this latter period.

GARNET WHEAT

The long controversy in regard to the proper grading for garnet wheat has been terminated by an amendment to the Act effective August 1, 1935, which provides separate grades for this variety.

CANADIAN GOVERNMENT ELEVATORS

The difficulty in operating the Canadian Government elevators under present market conditions has continued to receive the earnest consideration of the Board. The various lease arrangements commented upon last year have remained in force and from an operating standpoint the deficit of these elevators in the year under review has been reduced to \$24,738.48 as compared to \$101,585.63 for the previous year. An operating surplus is contemplated for the current year.

INLAND WATER FREIGHT RATES ACT

In dealing with the operations of the lake steamboats in the carriage of grain, under the Inland Water Freight Rates Act, it became apparent to the Board during the spring of 1934 that the rates quoted to St. Lawrence ports were discriminating against the port of Quebec to the extent of $\frac{1}{2}$ cent a bushel. As this Act specifically refers to discriminative rates, an investigation was carried out, followed by the issuing of Order No. 2, which in effect creates a zone for grain export freight rates for these ports, i.e., the ports of Montreal, Quebec and Sorel, insofar as through rates from Fort William are concerned. This Order is still in force.

During the course of the controversy it was found that the elevator interests at these three ports were following the somewhat dangerous practice of competing for grain by a system of rebates, which were more or less discriminative in their application. While these rebates were not made under the elevator tariffs over which the Board has jurisdiction, it was decided to make the equalization of rates affecting the steamboats contingent upon collection of the regular charges for the various services carried out by the port authorities. There would appear to have been an excessive amount of competition for the available business during the season at St. Lawrence ports, which competition is not to be so greatly deplored if it results in equal treatment to all shippers and is not used as a pretext to discriminate between shippers.

COUNTRY ELEVATOR PROBLEMS

As a result of complaints in Northern Alberta and in the Peace River block regarding the grading of grain by country elevators since the new crop movement, the Board made a tour of the territory affected and held meetings as follows:—

Oct. 30, 1934; Melfort, Sask.

Nov. 3, 1934; Vegreville, Alta.

Nov. 1, 1934; North Battleford, Sask.

Nov. 6, 1934; Grande Prairie, Alta.

Nov. 2, 1934; Vermilion, Alta.

Nov. 9, 1934; Mundare, Alta.

At several Northern Alberta points, notably Mundare, protests took the form of a "grain strike", which was more or less effective in stopping deliveries of grain to the country elevators for a period. The Board selected Mundare where the strike was most intense to carry out a detailed investigation of the situation. It was not disclosed, however, that the local farmers' claims were justified; the statutory requirements of the Grain Act had been observed by the handlers of grain. The representations were chiefly on matters which did not come within the jurisdiction of the Board, namely, prices and the grade basis on which the country elevators were buying street grain. All the complaints came from districts where early fall frost had caused damage to the grain and farmers were dissatisfied with the grade.

An examination of the contents of the elevators and their operations for the past season showed that on the whole the farmers there had gained by the erratic grading of the elevator agents. Such grading, however, results in great inequity as between individuals. One point which forcibly appealed to the Board was the fact that the grades of the stocks of grain in the elevators examined showed little relationship to the grades purchased from the farmer and it can only be assumed that this condition in this section of the country is more or less general.

Under such conditions it is extremely difficult for the Board to maintain the farmers' confidence in the Government grading system and they felt a certain amount of sympathy with the unsettled state of the farmers' minds as a result of these operations. It is difficult to get farmers in those particular districts to admit that there is any difference between Government grading and elevator grading. Being convinced that in many cases small envelope samples purporting to be sent in for a Government grade had never reached the inspection department, the Board has served notice that it will strictly enforce the regulation calling for a two-pound sample before a Government grade will be given. The problem is still under consideration. It will be obvious that erratic grading by elevator operators and the use by them of the grade names which are the property of the Dominion of Canada, cannot fail to disturb the confidence of the grain growers in the inspection department. This is aggravated in many instances by delinquent elevator operators excusing themselves at the expense of the inspection department.

A thorough and searching inquiry by the Board into the inspection department failed to disclose any sound reason why the grain grower should not have confidence in its operations but the relationship between the inspection department and the grower is of such vital importance that it is proposed to continue to seek an absolute remedy. A remedial measure, although somewhat difficult of enforcement in its present form, is to be found in Section 154 of the Grain Act, which reads as follows:—

"Any person who makes use of any grade name in dealing with or to describe any grain which does not possess the characteristics by reference to which grain of the grade bearing such name is defined shall be punishable upon summary conviction by imprisonment for not more than six months or by a fine not exceeding two hundred dollars, unless he establishes that he, on reasonable grounds, bona fide believed that the grain in question had the characteristics required for the grade of which the grade name was used by him."

In the Peace River country the situation was comparable to that at Mundare but the feelings of the growers were expressed differently. A meeting was held in Grande Prairie in this connection, and the Board's Alberta staff was reinforced by sending Assistant Commissioner Harrison there for a period in order to assist the farmers in the marketing of their grain.

The grading of grain by the country elevators was being questioned and great dissatisfaction was expressed with the grades to which their crop this year was allotted. The Board promised that a representative of the Peace River growers would be appointed to the Grain Standards Committee during the coming year in order that they might feel more in touch with the situation. The chief demand was that special grades should be set for their wheat.

The special committee of the Grain Standards Committee confirmed the Board's opinion that it was not in the interests of the farmers there that this should be done. There was no evidence to show that the quality of their five and six wheat was different from the same grades being received from other quarters and all this wheat this season came from the Northern areas. Furthermore, the volume is inadequate to establish a market for itself.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1934-35 were constituted by the Board in accordance with Section 25 of the Canada Grain Act, 1930.

The Western Committee was convened at Winnipeg on October 15th, 1934.

The Eastern Committee was convened at Toronto on November 22nd, 1934, and at Montreal on November 24th, 1934.

TARIFF MEETINGS

The usual public hearings to hear representations in the matter of tariffs of elevator charges for the crop year 1934-35, were held by the Board in July and August at Winnipeg, Vancouver and Toronto, in addition to a hearing held in Calgary at the request of the United Farmers of Alberta.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL ELEVATORS

The regular annual audit of the above elevators has been carried out. In only one instance was an excessive overage disclosed and settlement in the amount of \$47.50 was made to the Board on behalf of the Crown.

COUNTRY ELEVATOR OVERAGES

Country elevator overages remain a major problem. In pursuance of the present policy thirty-four elevator agents were notified that if their records in another year again showed an unjustifiable overage, prosecution would be undertaken by the Board with the resulting penalty that on conviction this avenue of employment would be closed to them insofar as operating a country elevator was concerned.

WHEAT BONUS

During the past year a further sum of \$349.80 was paid out on the 1930 wheat bonus. Outstanding certificates still remain to the amount of \$8,847.28.

GENERAL

The various routine duties of the Board have all been carried out as required by the statute or dictated by the public interest, as the attached reports of our various officers will show.

Respectfully submitted,

(Sgd) E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

WINNIPEG, MAN., 8th January, 1935.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Manitoba.

SIR,—I have the honour to submit the following memoranda summarizing different matters handled in the Executive Offices of the Board during the year 1934:—

- (a) Complaints
- (b) Prosecutions
- (c) Defaults
- (d) Cars out of turn
- (e) Licences issued, Crop Year 1933-34
- (f) Licences issued during the past 20 years.
- (g) Grain Loading Platforms
- (h) Report of Statistician
- (i) Annual Weigh-up, Terminal Elevators.

Yours truly,

J. RAYNER,
Secretary.

(a) COMPLAINTS

COUNTRY COMPLAINTS

During the year ended 31st December, 1934, there were investigated, in addition to the thirteen (13) complaints outstanding at 31st December, 1933, one hundred and forty-five (145) complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the operations of licensees, and the operations of parties dealing in grain but not licensed under the Canada Grain Act, as follows:—

Manitoba.....	16
Saskatchewan.....	19
Alberta.....	116
Total.....	151

Summary of disposition of country complaints:—

No grounds for complaint.....	53
Complaint withdrawn.....	16
Settlement effected between parties.....	73
Outside jurisdiction of Board.....	8
Defendant prosecuted.....	1
Not yet disposed of.....	13
Total.....	164

MISCELLANEOUS COMPLAINTS

During the year under review, six (6) complaints were received in respect to the handling of grain in the Eastern Division and upon investigation it was found that two (2) of the complaints were outside the jurisdiction of the Board, while in the other four (4) cases, no grounds for complaint could be established.

EXPORT SHIPMENTS

In addition to the two (2) complaints regarding weights not disposed of at 31st December, 1933, twelve (12) specific complaints and one (1) general complaint in regard to the quality of export shipments together with three (3) complaints of shortages in weight, received by the Board were investigated and disposed of as follows:—

Compensation paid by loading elevator in respect to quality of grain.....	2
Compensation paid by loading elevator in respect to shortage of weight.....	1
Complaints <i>re</i> quality not upheld.....	11
Complaints <i>re</i> shortages in weights not upheld.....	4
Total.....	18

(b) PROSECUTIONS

During the year 1934 two (2) prosecutions for alleged breaches of the provisions of the Canada Grain Act have been instituted by the Board but these cases have not yet been disposed of by the Courts. The prosecution referred to in the last report as not having been disposed of by the Court resulted in the defendant being found guilty of violating the provisions of Section 149 of the Canada Grain Act and the imposition of a fine of five dollars (\$5.00) and costs.

(c) DEFAULTS

During the year 1934 there was one case of default by a licensee of the Board.

POCOCK GRAIN COMPANY, CALGARY, ALTA.

This firm, licensed by the Board to operate as Grain Commission Merchants and Grain Dealers defaulted in their obligation under the provisions of the Canada Grain Act, to make prompt settlement to shippers of Grain. Eleven (11) claims amounting to \$2,658.68, on account of grain consigned to this firm for sale on commission, were approved by the Board and settlement made in full from the proceeds of Dominion of Canada Bonds in the amount of \$3,500.00, filed with the Board by this firm as security for its commission merchant's licence. Sixteen claims, amounting to \$4,368.21, on account of grain purchased by this firm under its grain dealer's licence were approved by the Board and referred to the Canadian Indemnity Company for settlement under the terms of the Bond in the amount of \$5,000.00, executed by that Company and filed with the Board as security for the Grain Dealer's licence issued to the Pocock Grain Company, and settlement in full was duly made by the Bonding Company.

Two cases of default during the year 1933, which had not been finally disposed of at the date of the last report, were settled as follows:—

THE SUCCESS GRAIN COMPANY, LIMITED, WINNIPEG

Twenty-nine (29) claims on account of grain consigned for sale on commission and for grain purchased on track amounting to \$8,514.60 were paid in full by the Bonding Company and three (3) claims amounting to \$1,300.00,

on account of advances against consigned grain, were settled in full by representatives of the principals of the Success Grain Company, Limited.

RED DEER GRAIN COMPANY, LIMITED, RED DEER, ALTA.

Thirty-five (35) claims on account of grain sold to this company were approved by the Board and of these thirty-two (32) in the amount of \$8,276.55 were paid in full by the Bonding Company and the remaining three claims in the amount of \$428.45 were settled in full by members of the firm.

(d) CARS OUT OF TURN

No occasion arose during the year 1934 for the Board to order cars out of turn under the provisions of Section 68 of the Canada Grain Act, 1930.

(e) SUMMARY OF LICENSING AND BONDING FOR THE SEASON
1933-34

During the season which commenced 1st September, 1933, and ended August 31st, 1934, 186 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

5,793 applications for licences were received and 5,783 licences were issued. 10 of the applications received were withdrawn for various reasons.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	54	3	51	.....
Commission Merchants.....	62	1	61	.....
Grain Dealers.....	24	4	20	.....
Public Terminal Elevators.....	7	0	7	.....
Semi-public Terminal Elevators.....	38	0	38	.....
Private Terminal Elevators.....	37	0	37	.....
Eastern Elevators.....	30	0	30	.....
Mill Elevators.....	21	0	21	.....
Public Country Elevators.....	5,506	2	5,504	.....
Private Country Elevators.....	14	0	14	.....
	5,793	10	5,783	.....

The following licences, which were issued at the commencement of the season to the undernoted firms, were cancelled by order of the Board on the dates shown:—

Track Buyer's Licence No. T. 115.—McKenzie Brothers of Lacombe, Alberta; application filed in error. Company not operating as Track Buyers of Grain; Cancelled 1st September, 1933.

Track Buyer's Licence No. T. 81.—Success Grain Company Limited; Company defaulted; Cancelled 4th December, 1933.

Commission Merchant's Licence No. C. 81.—Success Grain Company Limited; Company defaulted; Cancelled 4th December, 1933.

Grain Dealer's Licence No. G. 18.—Red Deer Grain Company Limited; Company defaulted; Cancelled 6th December, 1933.

Public Terminal Elevator Licence No. 16.—Vancouver Harbour Commissioners; Elevator at Vancouver, British Columbia; Ceased operating elevator and leased it to another Company; Cancelled 31st July, 1934.

Private Terminal Elevator Licence No. 69.—Spillers Limited, Elevator at Calgary, Alberta; Company ceased to operate; Cancelled 6th November, 1933.

Public Country Elevator Licence No. 5387.—Christian Community of Universal Brotherhood of Alberta Limited, Elevator at Lundbreck, Alberta; Applied for in error; Cancelled 1st September, 1933.

Public Country Elevator Licences Nos. 5493, 5494, 5495 and 5496.—Western Grain Company Limited, Elevators at Chaplin, Limerick, Gouldtown and Ponteix, Saskatchewan; Applications filed in error. Company not operating these elevators; Cancelled 1st September, 1933.

Public Country Elevator Licence No. 5497.—Mutual Grain Company Limited, Elevator at Morse, Saskatchewan; Application filed in error. Elevator not operated; Cancelled 1st September, 1933.

Public Country Elevator Licences Nos. 5463 and 5464.—F. G. Langford & Company Limited; Elevators at Peers, Alberta and Chilliwack, British Columbia; Bond cancelled by Surety Company; Cancelled 17th May, 1934.

Licence fees collected amounted to \$31,205.00; of this amount \$85.00 was refunded to the applicants; \$50.00 owing to applications having been withdrawn and \$35.00 on account of applications submitted in error.

Surety bonds amounting to \$25,164,291.50 were executed by 13 of the approved Surety Companies and were deposited with the Board as security covering the operations of the licensees; in addition three (3) of the licensees deposited negotiable bonds with a par value of \$15,500.00 in lieu of furnishing the usual forms of Surety bonds.

(f) STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS
1914-1915 to 1933-1934

(Licence year commences 1st of September)

Kind	1933- 1934	1932- 1933	1931- 1932	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1918- 1919	1917- 1918	1916- 1917	1915- 1916	1914- 1915
Public Country Elevators.....	5,504	5,661	5,145	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636
Private Country Elevators.....	14	9	12	385		309	156	35												
Public Terminal Elevators.....	7	9	10	8	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13
Semi-public Terminal Elevators...	38	39	32	35	(Formerly licensed as Private Elevators)															
Private Terminal Elevators.....	37	38	37	40	*75	*80	*80	*67	*64	*65	*60	*32	*29	*25	*17	*18	*20	*21	*19	*18
Eastern Elevators.....	30	29	28	29	420	420	418	417	417	411	410	410	413	411	416	416	418	416	418	418
Mill Elevators.....	21	22	26	25	427	418	416	410	410	412	411	49	414							
Elevator space.....					1	1	1	3	3	2	2	2					7	7	10	7
Track Buyers.....	51	64	57	48	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140
Commission Merchants.....	61	63	64	57	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92
Grain Dealers.....	20	15	75	3	3	2	3	3	3	3	4	6	3	2						
Total number issued.....	5,783	5,949	5,486	6,130	5,751	5,765	5,001	4,946	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,665	3,379	2,924

* Licensed as Private Elevators. † Licensed as Public Elevators. ‡ Licensed as Manufacturing Elevators.

(g) GRAIN LOADING PLATFORMS

During the year 1934, applications were made to the Board in accordance with the provisions of Section 60 of the Canada Grain Act, 1930, for the enlargement of an existing platform and the erection of a loading platform at another point. After investigating these applications, the Board required the railway companies concerned to comply with these applications and in both cases these directions of the Board have been complied with by the railway companies.

At the 31st December, 1934, there were 2,706 loading platforms in Western Canada at which farmers could load grain without putting it through a country elevator into 6,444 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS
IN WESTERN CANADA

Province	Number of platforms	Car capacity
Manitoba.....	632	1,764
Saskatchewan.....	1,279	3,033
Alberta.....	748	1,555
British Columbia.....	37	71
Ontario.....	10	21
Total as at 31st December, 1934.....	2,706	6,444

BOARD OF GRAIN COMMISSIONERS FOR CANADA

(h) ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I beg to submit the following report for the crop year 1933-34.

The following statistics, compiled from returns received from the Inspection and Weighing branches of the Board, from elevator licensees and from other official sources, indicate the amounts of grain handled by the different groups of elevators in the course of distribution between producer and consumer, and the amounts exported, consumed and remaining as carry-over at the end of the crop year, as compared with the total crop of Canada of the five principal grains.

CROP YEAR 1933-34 (ended 31st July)

	Carry-over 31st July, 1933	Total crop in Canada	Total disposed of during year	Carry-over 31st July, 1934
	bush.	bush.	bush.	bush.
Wheat.....	211,740,188	269,729,000	288,146,325	193,322,863
Oats.....	42,044,758	307,478,000	318,493,478	31,029,280
Barley.....	11,338,322	63,359,000	63,608,137	11,089,185
Flaxseed.....	1,179,575	632,000	1,340,280	471,295
Rye.....	5,814,727	4,327,000	6,145,420	3,996,307

EXPORT SHIPMENTS OF CANADIAN GRAIN

—	Via Canadian Pacific Seaboard	Via Atlantic Seaboard		To U.S.A. mills for grinding	Total
		Canadian	U.S.A.		
	bush.	bush.	†bush.	bush.	bush.
Wheat.....	49,324,061	*78,144,923	26,938,000	‡11,262,106	165,669,090
Oats.....	3,318,587	2,057,624			5,376,211
Barley.....	771,692	820,489			1,592,181
Flaxseed.....				182,700	182,700
Rye.....	600	111,373			111,973

* Includes 2,707,891 bush. shipped via Port Churchill, Hudson Bay.

† For reasons of economy the U.S.A. Government no longer compile detailed records of exports of Canadian grain. Approximate figures for wheat only are now available.

‡ U.S.A. official records of wheat milled for export.

GRAIN CROPS OF THE PRAIRIE PROVINCES, 1933

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	32,500,000	29,500,000	16,900,000	110,000	575,000
Saskatchewan.....	123,841,000	75,422,000	17,560,000	410,000	1,777,000
Alberta.....	94,500,000	72,500,000	12,783,000	43,000	902,000
Total.....	250,841,000	177,422,000	47,243,000	563,000	3,254,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	2,911,410	674,832	3,586,242
Saskatchewan.....	1,570,786	898,271	2,469,057
Alberta.....	1,505,553	696,032	2,201,585
Total.....	5,987,749	2,269,135	8,256,884

TOTAL DELIVERIES AT COUNTRY ELEVATORS (unrevised net figures)

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	23,019,604	3,367,911	4,753,592	34,137	140,591
Saskatchewan.....	108,201,163	17,972,468	6,017,453	302,315	797,543
Alberta and Brit. Columbia..	83,929,753	11,962,177	2,310,647	25,249	208,389
Total.....	215,150,520	33,302,556	13,081,692	361,701	1,146,523

TOTAL GRAIN INSPECTED, BY PROVINCES OF ORIGIN

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	30,141,870	2,618,000	5,237,150	26,425	180,250
Saskatchewan.....	111,278,000	15,423,200	5,601,150	303,940	950,500
Alberta.....	86,410,000	13,412,000	2,575,100	21,435	174,875
British Columbia.....	292,130	66,800			1,375
Total.....	228,122,000	31,520,000	13,413,400	351,800	1,307,000

TOTAL NET HANDLINGS AT FORT WILLIAM—PORT ARTHUR

	Wheat	Oate	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	143,691,064	11,755,726	7,958,899	230,202	1,180,598
Shipments.....	146,390,532	15,891,318	6,860,089	652,217	2,077,669

TOTAL NET HANDLINGS AT VANCOUVER—NEW WESTMINSTER

Receipts.....	48,355,133	2,797,529	551,406	2,717	62,663
Shipments.....	49,450,360	3,470,638	789,800	1,477	50,630

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	1,089,374	2,530			
Shipments.....	1,063	2,227			

TOTAL NET HANDLINGS AT VICTORIA, B.C.

Receipts.....	933,924	1,137			
Shipments.....	5,516	9,212			

TOTAL NET HANDLINGS AT PORT CHURCHILL, HUDSON BAY

Receipts.....	2,751,380				
Shipments.....	2,707,891				

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR
TERMINAL ELEVATORS

<i>Receipts—</i>					
Calgary.....	2,608,177	293,720	265,743	82	1,568
Edmonton.....	2,289,013	668,899	45,066		
Lethbridge.....	154,839				
Moose Jaw.....	82,394	1,378,272	48,949	3,825	987
Saskatoon.....	176,377	725,490	33,074	1,273	
Total.....	5,310,800	3,066,381	392,832	5,180	2,555
<i>Shipments—</i>					
Calgary.....	2,295,401	227,886	265,743	82	1,568
Edmonton.....	1,991,363	743,490	47,696		
Lethbridge.....	151,079				
Moose Jaw.....	87,208	1,378,272	48,949	3,825	1,047
Saskatoon.....	1,115,254	739,704	34,005	1,273	
Total.....	5,640,305	3,089,352	396,393	5,180	2,615

TOTAL NET HANDLINGS AT NORTH TRANSCONA, MAN.

Receipts.....					
Shipments.....	16,792				

TOTAL PRIMARY RECEIPTS AT INTERIOR PRIVATE TERMINAL AND MILL
ELEVATORS—(Unrevised)

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	33,618,658	9,439,383	4,668,548	3,934	142,109

TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

Receipts.....	562,772	.....	143,696	.....	2,630
Shipments.....	635,853	.....	142,244	.....	2,630

TOTAL HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

Receipts.....	160,166,233	17,872,117	7,496,274	631,970	837,049
Shipments.....	162,724,486	16,741,989	6,347,392	720,689	1,204,468

TOTAL HANDLINGS OF U.S.A. GRAIN AT EASTERN ELEVATORS

				Corn	
Receipts.....	213,286	2,946,633	.....	9,662,879	.....
Shipments.....	3,946,058	3,325,917	.....	14,072,959	740

TOTAL HANDLINGS OF OTHER FOREIGN GRAIN AT EASTERN ELEVATORS

South African corn.....	Receipts,	293,927 bush.;	Shipments,	911,194 bush.
Argentine corn.....	"	3,611,976 "	"	3,357,226 "
Argentine flaxseed.....	"	1,673,891 "	"	1,734,039 "
Indian flaxseed.....	"	444,206 "	"	444,206 "
Hungarian rye.....	"	78,629 "	"	78,629 "
Polish rye.....	"	5,310,820 "	"	5,286,749 "
Rumanian rye.....	"	943,521 "	"	943,521 "
Russian rye.....	"	1,120,958 "	"	1,120,958 "

ACTUAL IMPORTS OF OTHER FOREIGN GRAIN UNLOADED AT EASTERN ELEVATORS

South African corn.....	133,366 bush.;	Hungarian rye....	78,629 bush.
Argentine corn.....	2,856,539 "	Polish rye.....	2,669,229 "
Argentine flaxseed.....	1,614,012 "	Rumanian rye....	636,606 "
Indian flaxseed.....	283,507 "	Russian rye.....	560,832 "

IMPORTS OF FOREIGN GRAIN UNLOADED BY CANADIAN PACIFIC SEABOARD PORTS
ELEVATORS

United States wheat.....	9,234 bush.;	South African corn.....	8,928 bush.
Argentine corn.....	149,288 bush.		

TOTAL EXPORTS OF CANADIAN GRAIN AND WHEAT-FLOUR, 12 MONTHS ENDED
31ST JULY, 1934, AS PUBLISHED BY THE DOMINION BUREAU OF STATISTICS, EX-
TERNAL TRADE BRANCH, COMPILED FROM CUSTOMS' RETURNS

	Via Atlantic Seaboard and Inland Ports of exit	Via Pacific Seaboard	Total
	bush.	bush.	bush.
Wheat.....	*122,036,249	48,197,766	170,234,015
	bbls.	bbls.	bbls.
Wheat-flour.....	4,289,893	1,164,743	5,454,636
	bush.	bush.	bush.
Total—as wheat.....	141,340,767	53,439,109	194,779,876
Oats.....	2,751,552	3,336,283	6,087,835
Barley.....	975,424	735,227	1,710,651
Rye.....	2,579,019	618	2,579,637
Flaxseed.....	187,371	36	187,407
Total.....	147,834,133	57,511,273	205,345,406

* Includes 2,707,879 bush. wheat shipped via Port Churchill, Hudson Bay.

QUANTITIES OF CANADIAN GRAIN SHIPPED IN VESSELS FROM FORT WILLIAM-PORT
ARTHUR TO CANADIAN AND UNITED STATES PORTS DURING THE CROP YEAR,
TOGETHER WITH THE AMOUNTS LATER RETURNED FROM U.S.A. LAKE PORTS
FOR EXPORT VIA CANADIAN ST. LAWRENCE PORTS.

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments to all ports.....	145,918,034	13,913,478	6,624,490	2,071,861
To Canadian ports.....	100,677,537	13,913,478	6,404,490	234,403
To U.S.A. ports.....	45,240,497	.....	220,000	1,837,458
Returned to Canadian ports.....	2,062,068	.....	.....	.....
Net shipments to U.S.A. ports.....	43,178,429	.....	220,000	1,837,458
Net total to Canadian ports.....	102,739,605	13,913,478	6,404,490	234,403

TRANSPORTATION RATES

In order to guard against a repetition of the unusually low levels to which lake freight rates on shipments from Fort William-Port Arthur to Canadian ports fell in 1933, a meeting of Canadian steamship companies was held shortly before the opening of the 1934 season and fixed rates agreed upon as follows,—to Montreal 6 cents, Prescott $3\frac{1}{4}$ cents, Kingston 3 cents, Toronto $2\frac{3}{4}$ cents, Port Colborne, Sarnia, Goderich and Georgian Bay ports $2\frac{1}{4}$ cents per bus. of wheat. A rate of $6\frac{1}{2}$ cents was also made for shipments to Sorel and Quebec, but the Board issued an order making the rate on export grain the same to Montreal, Sorel or Quebec, provided elevator and harbour charges remained the same as published in the tariffs. These fixed rates were closely adhered to until shortly before the close of the season when the usual seasonal advance took place.

The rate on shipments to Buffalo opened at $2\frac{1}{4}$ cents, fell to 2 cents early in June; to $1\frac{3}{4}$ cent a week or so later; to $1\frac{1}{2}$ cent the second week in July and to $1\frac{3}{8}$ cent and $1\frac{1}{4}$ cent late in August. Early in October it rose to $1\frac{1}{2}$ cent for the balance of the month, slipped back to $1\frac{3}{8}$ for two weeks in November and then fluctuated irregularly upwards to the close of the season.

For most of the crop year ocean freight rates on shipments from Canadian St. Lawrence and Atlantic ports kept pretty close to 1/6 to 2/- per 8 bus. to British ports, 7 cents per 100 lbs. to Antwerp and Rotterdam and 8 cents per 100 lbs. to Hamburg. During September and October, 1933, when a good volume of tonnage was chartered for shipments from St. Lawrence ports and again in March, somewhat higher rates were quoted.

Fluctuations in rates on shipments from Vancouver were more marked. From a rate of 12/- per ton to British ports at the commencement of the Crop Year, rates rose to 19/- by the end of October, fell back to 16/6 by early November, rose to 19/- and continued around that level from the end of November to the end of January. In February the rate fell to 17/6; by the end of March to 16/- and, after a slight advance to 17/- by the end of April and a steady rate of 16/- in May, fell sharply to 12/- at the end of the month. From that time a gradual rise took place which, by the end of the Crop Year, had reached 18/-. The rate to the Orient rose from \$1.85 at the commencement of the Crop Year to \$2.75 by the end of December and \$2.85 in February; and continued steady during the balance of the Crop Year.

PORT CHURCHILL

During August, September and October, 1933, 10 vessels were loaded with a total of 2,707,891 bus. wheat as compared with 2,736,030 bus. in 1932. The shipments in 1933 would probably have been larger but for the fact that the abnormally low freight rates on the Great Lakes at the time favoured the Montreal route by from $1\frac{1}{4}$ cent to $2\frac{1}{4}$ cents per bus. the comparable basis being $8\frac{1}{4}$ cents from Churchill and 6 cents to 7 cents via Montreal.

OFFICIAL WEIGH-UP OF STOCKS IN ELEVATORS

Following the annual weighing of stocks in store in public and semi-public terminal elevators in the Western division, detailed statements of overages and shortages were prepared for the Board. In addition, special statements showing the results of calculations of excess and deficiency were compiled in the manner prescribed in Section 138 of the Canada Grain Act. As the result of these calculations a very small excess due to the Crown from the Northland Elevator Co. Ltd. "B" and "E" elevator at Fort William was duly reported to the Board for demand of payment to be made.

Summaries of the results of the weigh-up are attached.

GENERAL

Copies of Statements showing the distribution, by countries of ports where unloaded, of export shipments overseas of Canadian Grain shipped at Canadian seaboard ports are attached. The willingness of shippers, importers overseas, vessel brokers and elevator licensees to co-operate to the extent of furnishing ports of unloading in detail, thus making the compilation of the statements possible, is gratefully acknowledged. Owing to data being no longer compiled by the U.S.A. Government, it is unfortunate details of the movement of Canadian grain via U.S.A. Atlantic ports are not now available, the final statements, in consequence, being to that extent incomplete.

Details of the movement of U.S.A. grain handled through Canadian elevators were compiled monthly, together with summary statements for the year and forwarded to the U.S.A. Government.

Among the attached statements of handlings of grain at Eastern elevators will be noticed summaries of foreign grain (other than U.S.A.), the greater part of which was imported by the U.S.A. via Montreal, where it was transferred to canallars for carriage to Kingston and Port Colborne and to larger vessels at those points for final movement to U.S. lake ports. It emphasizes the shortage of those grains during the past year. This year the need is far greater, drought and heat having reduced the yield of grain crops almost by one-half, besides ruining pastures and causing the death of large numbers of livestock. Large shipments of Canadian grain are being made to U.S.A. for use in milling, feeding and brewing.

In accordance with Section 102, Canada Grain Act, certified copies of all insurance policies covering grain in store were filed by managers of public and semi-public elevators. All were carefully scrutinized to ensure full compliance with the Act and values worked out periodically to verify insurance being ample to cover the value of the grain.

As required by the Inland Water Freight Rates Act, copies of charter confirmations covering lake shipments from Fort William-Port Arthur were filed by shippers. These were checked against actual shipments made and then used in working out weighted averages of rates paid, month by month, for shipments via different routes.

Details of prices of grain and averages of daily quotations at Winnipeg, Vancouver and other principal markets have been entered in the permanent records. Publications containing prices of grain at certain principal markets have also been obtained and placed on file in accordance with section 21, Canada Grain Act.

Following an operation, the death occurred early on Saturday the 14th October, 1933, of John B. Walker, Clerk, Grade 3, who had been a valued member of the staff from July, 1916. The transfer of a clerk from the Weighing Branch has filled the vacancy occasioned. With the aid of temporary additional assistance loaned by the Inspection Branch the current work of this Branch for the Crop Year was satisfactorily completed.

Yours faithfully,

E. A. URSELL,
Statistician.

FORT WILLIAM, ONT., 4th January, 1935.

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN ST. LAWRENCE-ATLANTIC SEABOARD PORTS, CROP YEAR 1933 34 (ENDED 31st JULY)

Month	Wheat	Oats	Barley	Rye	Buck-wheat
	bush.	bush.	bush.	bush.	bush.
August—1933.....	9,303,043	12,012	50,038	25,714	2,506
September.....	9,062,762	47,497	14,583	17,143	.....
October.....	11,950,130	167,166	85,235	34,230	130,470
November.....	13,856,041	280,277	197,020	.....	118,410
December.....	2,084,605	23,563	.....	.....	20,000
January—1934.....	1,922,274	131,734	63,320	.....	19,046
February.....	1,946,758	122,652	.....	.....	10,197
March.....	1,651,447	9,410	8,328	.....	1,171
April.....	1,520,147	9,399	.....	.....	.....
May.....	10,564,941	425,170	46,333	17,143	1,085
June.....	6,997,044	285,243	91,665	17,143	13,044
July.....	4,577,840	543,501	263,967	.....	5,821
Total.....	75,437,032	2,057,624	820,489	111,373	321,750

SUMMARY BY PORTS OF SHIPMENT

	Wheat	Oats	Barley	Rye	Buck- wheat
	bush.	bush.	bush.	bush.	bush.
Montreal.....	47,037,837	1,784,429	748,841	111,373	257,449
Sorel.....	7,832,610				13,887
Quebec.....	12,864,891				
Halifax.....	2,099,690				
St. John.....					
West St. John.....	5,602,004	273,195	71,648		50,414
Total.....	75,437,032	2,057,624	820,489	111,373	321,750

SUMMARY BY COUNTRIES OF DESTINATION

	Wheat	Oats	Barley	Rye	Buck- wheat
	bush.	bush.	bush.	bush.	bush.
Great Britain and Northern Ireland.....	38,921,485	2,019,278	800,208	111,373	23,333
Belgium.....	7,443,693				51,171
Denmark.....	1,131,914				
Finland.....	142,667				
France.....	2,920,544				
Germany.....	3,994,090				1,000
Holland.....	12,808,935	9,412	20,281		246,246
Irish Free State.....	2,054,295				
Italy.....	2,929,298				
Malta.....	56,000				
Norway.....	1,689,600				
Sweden.....	471,222				
Newfoundland.....		21,828			
British West Indies.....	5,732	7,106			
Brazil.....	451,830				
New Zealand.....	18,667				
South Africa.....	60,447				
Algeria.....	55,013				
Wrecked.....	281,600				
Total.....	75,437,032	2,057,624	820,489	111,373	321,750

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN PACIFIC SEABOARD PORTS, CROP YEAR 1933-34 (ENDED 31st JULY)

Month	Wheat	Oats	Barley	Rye	Oats groats
	bush.	bush.	bush.	bush.	pounds
August—1933.....	2,023,443	15,434	33,917	600	1,232,000
September.....	2,839,744	70,395	36,250		
October.....	4,627,351	165,331	69,483		
November.....	4,835,200	334,306	184,783		
December.....	4,763,410	197,624	58,667		
January—1934.....	7,043,883	218,797	81,188		
February.....	5,076,923	364,737	118,883		
March.....	3,924,154	339,581	27,125		
April.....	3,562,128	452,094	37,479		
May.....	2,577,053	355,630	60,708		
June.....	3,719,774	470,682	16,334		
July.....	4,330,998	333,976	46,875		1,120,000
Total.....	49,324,061	3,318,587	771,692	600	2,352,000

SUMMARY BY PORTS OF SHIPMENT

	Wheat	Oats	Barley	Rye	Oats groats
	bush.	bush.	bush.	bush.	pounds
Vancouver-New Westminster.....	49,324,061	3,318,587	771,692	600	2,352,000
Prince Rupert.....					
Victoria.....					
Total.....	49,324,061	3,318,587	771,692	600	2,352,000

SUMMARY BY COUNTRIES OF DESTINATION

	Wheat	Oats	Barley	Rye	Oats groats
					pounds
Great Britain and Northern Ireland.....	29,527,401	2,871,647	760,734		2,352,000
Belgium.....	4,519,831	37,647			
Denmark.....	819,813				
France.....	1,608,615				
Germany.....	2,578,482				
Greece.....	11,200				
Holland.....	3,256,311	283,624			
Italy.....	1,263,404	6,588			
Malta.....	130,160				
China.....	367,550	33,198	10,958	600	
Japan.....	4,162,950				
Manila.....	867	9,882			
New Zealand.....	126,765				
Bolivia.....	199,522				
Chile.....	55,533				
Colombia.....	148,223	3,401			
Peru.....	542,934				
British West Indies.....		72,012			
Mexico.....	4,167	588			
Guatemala.....	333				
Total.....	49,324,061	3,318,587	771,692	600	2,352,000

EXPORT CLEARANCES OF CANADIAN GRAIN FROM PORT CHURCHILL, CROP YEAR
1933-34 (ENDED 31st JULY)

Month loaded	Wheat bush.
August—1933.....	2,178,173
September.....	521,557
October.....	8,161
November to July.....	
Total.....	2,707,891

SUMMARY BY COUNTRIES OF DESTINATION

Great Britain.....	1,055,839
Belgium.....	594,457
France.....	439,619
Holland.....	501,000
Italy.....	116,976
Total.....	2,707,891

SUMMARY OF EXPORT CLEARANCES OF CANADIAN GRAIN TO OVERSEAS DESTINATIONS FROM CANADIAN PORTS ONLY, CROP YEAR 1933-34 (ENDED 31st JULY)

—	Wheat	Oats	Barley	Rye	Buck- wheat	Oats, groats
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver-New West- minster.....	49,324,061	3,318,587	771,692	600	257,449	2,352,000
Montreal.....	47,037,837	1,784,429	748,841	111,373	13,887	.....
Sorel.....	7,832,610	.....	.....	.....	.....	.....
Quebec.....	12,864,891	.....	.....	.....	.....	.....
Halifax.....	2,099,690	.....	.....	.....	.....	.....
West St. John.....	5,602,004	273,195	71,648	.....	50,414	.....
Port Churchill.....	2,707,891	.....	.....	.....	.....	.....
Grand total.....	127,468,984	5,376,211	1,592,181	111,973	321,750	2,352,000

DISTRIBUTION OF EXPORT CLEARANCES OF CANADIAN WHEAT TO OVERSEAS DESTINATIONS—CROP YEAR 1933-34 (ENDED 31st JULY)

—	Via Canadian Pacific Seaboard Ports	Via Canadian St. Lawrence- Atlantic Seaboard Ports	Via Port Churchill	Total
	bush.	bush.	bush.	bush.
Great Britain and Northern Ireland.....	29,527,401	38,921,485	1,055,839	69,504,725
Irish Free State.....	.....	2,054,295	.....	2,054,295
Belgium.....	4,519,831	7,443,693	594,457	12,557,981
Denmark.....	819,813	1,131,914	.....	1,951,727
Finland.....	.....	142,667	.....	142,667
France.....	1,608,615	2,920,544	439,619	4,968,778
Germany.....	2,578,482	3,994,090	.....	6,572,572
Greece.....	11,200	.....	.....	11,200
Holland.....	3,256,311	12,808,935	501,000	16,566,246
Italy.....	1,263,404	2,929,298	116,976	4,309,678
Malta.....	130,160	56,000	.....	186,160
Norway.....	.....	1,689,600	.....	1,689,600
Sweden.....	.....	471,222	.....	471,222
China.....	367,550	.....	.....	367,550
Japan.....	4,162,950	.....	.....	4,162,950
Manila.....	867	.....	.....	867
New Zealand.....	126,765	18,667	.....	145,432
Algeria.....	.....	55,013	.....	55,013
South Africa.....	.....	60,447	.....	60,447
Newfoundland.....	.....	.....	.....	.....
British West Indies.....	.....	5,732	.....	5,732
Bolivia.....	199,522	.....	.....	199,522
Brazil.....	.....	451,830	.....	451,830
Chile.....	55,533	.....	.....	55,533
Colombia.....	148,223	.....	.....	148,223
Peru.....	542,934	.....	.....	542,934
Guatemala.....	333	.....	.....	333
Mexico.....	4,167	.....	.....	4,167
Wrecked.....	.....	281,600	.....	281,600
Total.....	49,324,061	75,437,032	2,707,891	127,468,984

Shipments of Canadian Wheat via U.S.A. Atlantic Seaboard Ports—(approximate)..... 26,938,000
 (For reasons of economy details and revised figures are not now compiled by the U.S. Department of
 Commerce. The figure shown above is the total of the figures published weekly during the year.)

The grand total of Export Clearances—154,406,984 bush. Wheat—is not comparable with the official total of exports—170,234,015 bush. Wheat—compiled from Custom's returns owing to quantities shipped to the U.S.A. being stored in bond or in process of milling and not included in U.S. official imports returns.

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS,
CROP YEAR 1933-34 (ENDED 31st JULY)

—	Wheat	Oats	Barley	Flax- seed	Rye	Corn	Buck- wheat
	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i>							
From Montreal.....	47,037,837	1,784,429	748,841	.....	111,373	.....	257,449
Sorel.....	7,832,610	.....	.....	.....	.....	.....	13,887
Quebec.....	12,864,891	.....	.....	.....	.....	.....	.....
Halifax.....	2,099,690	.....	.....	.....	.....	.....	.....
St. John.....	.....	.....	.....	.....	.....	.....	.....
West St. John.....	5,602,004	273,195	71,648	.....	.....	.....	50,414
Total.....	75,437,032	2,057,624	820,489	.....	111,373	.....	321,750
<i>Shipped to U.S.A. Atlantic Sea- board Ports (For Export)—</i>							
From Port Colborne.....	99,000	.....	.....	.....	.....	.....	.....
<i>Shipped to U.S.A. Domestic Points—</i>							
From Georgian Bay ports....	.....	60,894	.....	.....	.....	.....	.....
Port Colborne.....	111,390	.....	.....	.....	.....	.....	.....
Montreal.....	.....	.....	.....	.....	699,288	.....	.....
Total.....	111,390	60,894	.....	.....	699,288	.....	.....
<i>Shipped to Canadian Domestic Points—</i>							
From Georgian Bay ports....	2,529,118	2,200,604	963,614	2,704	19,764	.....	.....
Lower Lake ports.....	1,421,675	1,965,216	598,829	.....	104,600	41,255	.....
St. Lawrence ports.....	849,058	2,215,685	665,558	.....	68,350	964	4,841
Atlantic Seaboard ports.....	34,056	148,404	27,476	.....	.....	.....	.....
Total.....	4,833,907	6,529,909	2,255,477	2,704	192,714	42,219	4,841
<i>Shipped to Canadian Mills—</i>							
From Georgian Bay ports....	8,637,033	3,961,586	332,846	122,396	58,207	.....	.....
Lower Lake ports.....	9,019,557	583,953	1,220,360	53,013	124,986	1,477	.....
St. Lawrence ports.....	3,683,123	10,991	13,476	348,940	.....	.....	.....
Atlantic Seaboard ports.....	.....	.....	.....	.....	.....	.....	.....
Total.....	21,339,713	4,556,530	1,566,682	524,349	183,193	1,477	.....
Grand Total exported or moved into consumptive channels...	101,821,042	13,204,957	4,642,648	527,053	1,186,568	43,696	326,591

Georgian Bay elevators include Goderich and Sarnia; Lower Lake elevators comprise Port Colborne, Toronto, Kingston and Prescott; St. Lawrence elevators comprise Montreal, Sorel and Quebec.

DISTRIBUTION OF SHIPMENTS OF UNITED STATES GRAIN FROM EASTERN
ELEVATORS, CROP YEAR 1933-34 (ENDED 31st JULY)

	U.S. Wheat	U.S. Oats	U.S. Rye	U.S. Corn
	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i>				
From Montreal.....	391,941			51,00
Sorel.....	274,848			
Quebec.....	15,614			
West St. John.....	20,167			68,74
Total.....	702,570			119,74
<i>Shipped to U.S.A. Domestic Points—</i>				
From Georgian Bay ports.....	700,397	3,325,917		11,128,50
Lower Lake ports.....	1,121,282			840,90
St. Lawrence ports.....	1,269,676		740	
Total.....	3,091,355	3,325,917	740	11,969,41
<i>Shipped to Canadian Domestic Points—</i>				
From Georgian Bay ports.....				42,35
Lower Lake ports.....				76,88
St. Lawrence ports.....				18,94
Total.....				138,17
<i>Shipped to Canadian Mills—</i>				
From Georgian Bay ports.....				253,97
Lower Lake ports.....				1,237,72
St. Lawrence ports.....				1,49
Total.....				1,493,19
Grand total exported or moved into consumptive channels.....	3,793,925	3,325,917	740	13,720,52

DISTRIBUTION OF SHIPMENTS OF FOREIGN GRAIN (OTHER THAN U.S.A. GRAIN
FROM EASTERN ELEVATORS, CROP YEAR 1933-34 (ENDED 31st JULY)

	South African corn	Argentine corn	Argentine flax- seed	Indian flax- seed	European rye
	bush.	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i>					
From Montreal.....		1,020			
<i>Shipped to U.S.A. Domestic Points—</i>					
From Montreal.....			1,148,621	122,291	78,629 Hungarian. 329,165 Rumanian.
From Lower Lake ports.....				160,699	2,641,591 Polish. 306,915 Rumanian. 560,126 Russian.
Total.....			1,148,621	282,990	3,916,426
<i>Shipped to Canadian Domestic Points—</i>					
From Halifax and St. John.....	122,612	430,336			
St. Lawrence ports.....	310,137	1,177,789			
Lower Lake ports.....	137,929	214,839			
Total.....	570,678	1,822,964			
<i>Shipped to Canadian Mills—</i>					
From Halifax and St. John.....	52,480	308,355			
St. Lawrence ports.....		48,000	465,539		
Lower Lake ports.....	127,136	330,414			
Georgian Bay ports.....			59,879		
Total.....	179,616	686,769	525,418		
Grand total exported or moved into consumptive channels.....	750,294	2,510,753	1,674,039	282,990	3,916,426

(i) ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, 31st JULY, 1934

SUMMARY OF SURPLUSES OR DEFICITS AS REVEALED BY THE WEIGH-UP

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
Canadian Government elevators—	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Calgary.....		9,924-50	897-12		1,546-06		802-04						11,340	
Edmonton.....		5,316-20	1,215-20		509-04									
Lethbridge.....		58-00			10-30									
Moose Jaw.....	197-10		629-04							29-16				
Saskatoon.....		2,572-40	459-10				22-39		18-24					
Pacific Terminal Elevator Company Limited, Vancouver.....	1,027-10		145-20											
Totals.....	1,224-20	17,871-50	3,346-32		2,066-06		824-43		18-24	29-16			11,340	
Net Total—Surplus..... or Deficit.....		16,647-30	3,346-32		2,066-06		824-43						11,340	

Harbour Commissioners' elevator No. 2, Vancouver, was also operated under a public terminal licence during a portion of the licence year. All grain was shipped out without either overage or shortage being revealed and the elevator was found empty on examination at the time of the annual weigh-ups.

ANNUAL WEIGH-UP, 31st JULY, 1934—*Con.*

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up 31st July, 1934, of grain in stores in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

LICENSEE	EXCESS				DEFICIENCY			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
Bawlf Terminal Elevator Co., Ltd.	bush.		bush.	bush.	bush.	bush.	bush.	bush.
Canadian Consolidated Grain Co., Ltd.—					770-20	7,724-30	9,016-10	130-50
“Empire” elevator.....	873-00							
“Thunder Bay” elevator.....					408-10	2,473-10	5,098-10	130-40
“Terminal No. 3” elevator.....			583-30		50-30	2,947-00	17,758-20	465-00
Eastern Terminal Elevator Co., Ltd.	5,305-30					7,470-40		
Federal Grain Ltd.—						18,151-10	1,172-50	4,028-40
“Consolidated” elevator.....								
“Northwestern” elevator.....					153-20	5,833-50	866-10	3-20
“Stewart” elevator.....					1,318-20	1,666-10	1,866-10	289-10
Fort William Elevator Co., Ltd.					84-00	9,725-40	521-40	5-00
Grand Trunk Pacific Elevator Co., Ltd.				191-50	50-10	2,112-40	1,084-20	
Manitoba Pool Elevators Ltd. “Terminal	3,370-50			12,344-50		62,293-50	6,200-20	
No. 1”.....								
McCabe Bros. Grain Co., Ltd.		198-40			23-20		3,617-30	480-00
Northland Elevator Co., Ltd. “B” and “E”					106-40		2,282-50	295-30
Northland Elevator Co., Ltd. “D”		41-10		57-00	30-10		8-40	
Ogilvie Flour Mills Co., Ltd.					817-00	14,459-50	1,389-10	50-50
N. M. Paterson & Co., Ltd.		8,407-00			62-30		17,303-40	158-10
Phoenix Elevator Co., Ltd.	8,618-30					15,724-30	23,798-20	68-40
Reliance Grain Co., Ltd.					59-10	727-20	534-50	2-40
Saskatchewan Pool Terminals Ltd.—					82-30	12,385-10	3,657-20	2,154-50
“Terminal No. 4”.....								
“Terminal No. 5”.....					667-20	10,598-10	2,359-40	791-20
“Terminal No. 6”.....					241-10	8,330-20	3,585-50	108-40
“Terminal No. 7”.....					565-30	7,645-20	2,707-30	1,007-30
Searle Terminal Limited.....					651-40	5,875-10	2,356-40	2,528-30
Superior Elevator Co., Ltd.					3,185-40	27,173-30	32,831-00	4,852-00
Union Terminal Limited.....				932-20	47-40	7,323-00	10,897-00	83-30
United Grain Growers’ Terminals Ltd.	8,843-20				316-50	4,334-10	4,610-40	
Western Grain Co., Ltd.	176-20			6,907-40		31,090-00	12,005-30	
						92-40	2,690-30	118-30

From one elevator licensee only was an excess due to the Crown. Demand was made by the Board upon the Northland Elevator Co., Ltd. for 11 bushels One Manitoba Northern and 48-20 bushels Three Manitoba Northern, or the value thereof, being the excess due to the Crown in respect of elevator “B” and “E”.

ANNUAL WEIGH-UP, 31ST JULY, 1934—*Cont.*

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, 31st July, 1934, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS at VANCOUVER-NEW WESTMINSTER, PRINCE RUPERT and VICTORIA, B.C.; CHURCHILL and NORTH TRANSCONA, MAN., and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

LICENSEE	EXCESS			DEFICIENCY				
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
<i>Vancouver-New Westminster—</i> Alberta Wheat Pool "Number 1" ele- vator.....	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Columbia Grain Elevator Co., Ltd.....				1,042-00	3,328-40	4,216-20	1,029-10	
Midland Pacific Terminal Ltd.....					42-50	233-20	607-20	38,908-00
Searle Terminal Ltd.....	976-20	918-10		1,302-13	3,319-00	1,098-32	12,180-53	
United Grain Growers Terminals Ltd.....		2,367-50		9,027-00			13,410-30	
Vancouver Terminal Co., Ltd.....				631-40	1,070-30		10,523-20	
<i>Prince Rupert—</i> Alberta Wheat Pool "Number 3" ele- vator.....					3,344-20	12,495-30	10,323-00	5,859-40
<i>Victoria—</i> Alberta Wheat Pool "Number 4" ele- vator.....		22-10			45-00		79-50	4-20
<i>Churchill, Man.—</i> Hudson Bay Railway Terminals (Cana- dian Government) elevator.....				428-00		94-00	1,060-40	
<i>North Transcona, Man.—</i> Eastern Terminal Elevator Co., Ltd.....			263-20		661-50	4,420-00	2,286-30	55-40
						3,154-00		

In no case was an excess due to the Crown.

Fort William, Ontario.

APPENDIX No. 2

COMMITTEE ON WESTERN GRAIN STANDARDS

- E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.
 D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 James Cuddy, Chairman, Grain Appeal Tribunal, Winnipeg.
 C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.
 Dr. W. F. Geddes, Chemist in charge, Grain Research Laboratory.
 L. H. Newman, Dominion Cerealists.
 H. Sellers, representing Millers of Wheat Flour.
 George Bennett
 W. H. Fairfield
 C. C. Gillies
 B. S. Plumer
 Dean A. M. Shaw
 J. Wellbelove
 A. E. Wilson
 G. E. Canfield
 A. Sproule
 P. F. Bredt
 Dr. G. P. McRostie
 J. Quick
 K. Campbell, representing Grain Growers in British Columbia.
 C. J. Drake, Secretary.

} representing Grain Growers in Alberta.

} representing Grain Growers in Saskatchewan.

} representing Grain Growers in Manitoba.

COMMITTEE ON EASTERN GRAIN STANDARDS

- D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 Norman Wight, representing Montreal Board of Trade.
 E. D. Sullivan, representing Toronto Board of Trade.
 T. A. Climo, representing Exporters of Grain.
 C. H. G. Short
 J. J. Page
 H. A. Gilroy
 W. A. Amos
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 J. M. Vittie, additional.
 G. E. McConney, additional.
 F. D. Tolchard, Secretary, Toronto.
 H. C. Beatty, Secretary, Montreal.

} representing Millers of Wheat in the Eastern Div.

} representing Grain Growers in Ontario.

APPENDIX No. 3

GRAIN APPEAL TRIBUNALS

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
James Cuddy (Chairman)	Vacant, (Chairman).	C. R. Manahan (Chairman).
Grant Hammond.	C. Floyd.	J. W. Allen.
J. McMahon.	F. T. Allison.	W. H. Boyle.
A. F. Moore.	J. A. Harris.	A. Fraser.
J. Murray.	W. McLeod.	C. C. Gillies.
S. C. Swanton.	E. J. Munson.	J. A. Kyle.
C. J. Wells.	A. Pierson.	L. T. Ingram.
P. V. Wright.	C. W. Roenish.	R. H. Settle.
C. J. Drake (Secretary).	Vacant (Secretary).	F. J. Wolfe.
		John Blue (Secretary).

<i>Toronto</i>	<i>Montreal</i>
C. B. Watts (Chairman).	C. B. Esdaile (Chairman).
C. W. Band.	B. J. Bolan.
R. I. Braiden.	A. Chaplin.
N. H. Campbell.	T. B. Earle.
C. W. Heimbecker.	R. Hume.
L. S. Johnston.	H. C. Beatty (Secretary).
W. H. McCarthy.	
G. E. McConney.	
E. D. Sullivan.	
F. D. Tolchard (Secretary).	

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1934

—	Number of appeals held	Number of appeals allowed		Number of appeals dis- allowed
		Raised	Lowered	
Winnipeg.....	420	87	1	332
Calgary.....	295	53	2	240
Edmonton.....	425	62	—	363
Toronto.....				
Montreal.....				

APPENDIX No. 4

WINNIPEG, MAN., 31st December, 1934.

The Secretary,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

SIR,—There is submitted herewith statement showing the total registrations and registrations for cancellation of terminal elevator warehouse receipts and Eastern warehouse receipts or transfer receipts during the crop year ended August 31st, 1934.

The registration system for Eastern warehouse receipts and transfer receipts covering grain delivered to and shipped from Eastern elevators was inaugurated on the 16th of October, 1933, in accordance with the amendments to Section 15, Paragraph (V), Sections One Hundred and Twenty-six, One Hundred and Twenty-seven, One Hundred and Twenty-eight, One Hundred and Twenty-nine and One Hundred and Thirty-five of the Canada Grain Act, 1930, assented to on the 9th of May, 1933, and the Board's Regulation No. 35 dated 12th of September, 1933.

As the majority of terminal elevator operators at the Head of the Lakes utilized the Winnipeg office of the Registration Branch for registering and cancelling their warehouse receipts, the Fort William office of the Registration Branch was closed on the 15th of September, 1933, and Deputy Registrar R. C. Deakin, in charge at that point, was transferred to Montreal to open a registration office there.

Since becoming fully conversant with the new system, the operators of Eastern elevators have co-operated very well and the system now appears to be well established.

Further amendments to Section One Hundred and Twenty-six of the Canada Grain Act, 1930, assented to on the 28th of June, 1934, simplified the system.

Yours respectfully,

W. T. TODD,
Registrar.

TERMINAL WAREHOUSE RECEIPTS

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg—</i>		
Wheat.....	147,015,059-50	155,191,300-40
Oats.....	12,518,137-16	13,798,280-15
Barley.....	9,538,580-43	11,025,200-43
Flax.....	445,694-32	881,026-13
Mixed grain.....	76,869-40	27,255-
Rye.....	2,398,915-23	3,143,778-16
Corn.....	113,713-12	112,625-10
Barley malt.....	216,494-06	214,632-28

TERMINAL WAREHOUSE RECEIPTS—*Concluded*

	Bushels Registered	Bushels Registered for Cancellation
<i>Vancouver—</i>		
Wheat.....	51,687,944-30	50,229,517-
Oats.....	2,838,233-16	2,984,702-04
Barley.....	491,108-30	824,807-14
Flax.....	1,701-53	1,527-35
Mixed grain.....	9,243-20	440-
Rye.....	9,493-36	54,956-55
Corn.....		20,004-06
Oat groats.....	45,683-26	22,400-
<i>Calgary—</i>		
Wheat.....	2,607,440-50	2,288,941-50
Oats.....	195,291-26	214,332-26
Barley.....	265,848-26	265,743-16
Flax.....	81-34	81-34
Mixed grain.....		128-
Rye.....	1,567-28	1,567-28
Corn.....	18-02	18-02
<i>Edmonton—</i>		
Wheat.....	2,297,511-10	1,999,845-20
Oats.....	659,602-20	699,609-22
Barley.....	46,452-34	47,696-02
Mixed grain.....	1,217-30	1,217-30
<i>Lethbridge—</i>		
Wheat.....	271,162-50	156,592-50
<i>Moose Jaw—</i>		
Wheat.....	141,810-00	87,208-10
Oats.....	1,379,802-22	1,378,273-12
Barley.....	49,832-34	48,949-18
Flax.....	3,825-27	3,825-27
Mixed grain.....	1,342-10	1,342-10
Rye.....	986-38	1,046-38
<i>Saskatoon—</i>		
Wheat.....	198,172-50	404,539-20
Oats.....	741,052-12	735,602-04
Barley.....	31,095-20	32,779-43
Flax.....	1,273-18	1,272-32
Mixed grain.....	3,474-20	3,528-10
<i>Total—</i>		
Wheat.....	204,219,102-00	210,357,945-10
Oats.....	18,332,120-10	19,810,800-15
Barley.....	10,422,918-43	12,245,176-40
Flax.....	452,576-52	887,733-29
Mixed grain.....	92,147-20	33,911-00
Rye.....	2,410,963-13	3,201,349-25
Corn.....	113,731-14	132,647-18
Barley malt.....	216,494-06	214,632-28
Oat groats.....	45,683-26	22,400-00

EASTERN WAREHOUSE RECEIPTS OR TRANSFER RECEIPTS

<i>Montreal—</i>		
Wheat.....	116,656,213-50	91,552,047-20
Oats.....	15,805,249-13	14,055,837-21
Barley.....	7,343,763-14	5,523,000-11
Flax.....	1,966,721-18	1,851,237-22
Rye.....	7,624,069-24	7,639,410-51
Corn.....	17,969,676-16	12,800,411-39
Buckwheat.....	140,681-04	142,195-12
Screenings.....	326,794-08	235,355-18

APPENDIX No. 5

WINNIPEG, MAN., November 9th, 1934.

J. RAYNER, Esq.,
 Secretary, Board of Grain Commissioners,
 Winnipeg, Man.

DEAR SIR,—I herewith submit my annual report covering the car and cargo inspections in the Eastern and Western Divisions for the crop year ending July 31st, 1934.

The crop of the past year was the smallest the Inspection Branch have handled since 1920. This was due to the continual drought and intense heat conditions, together with grasshopper damage over a large area of the central and southern portions of the three Western Provinces. However, in spite of the adverse conditions, the Red Spring and Durum Wheats produced, were of a high grade and good quality. A period of rainy weather prevailed in some of the northern sectors during the harvesting operations, which resulted in considerable tough and damp grain being marketed.

The total number of cars inspected in the Western Division for the year 1933-34 was 178,463 as against 239,411 in the previous year.

Yours truly,

JAS. D. FRASER,
Chief Inspector.

WESTERN DIVISION

The total primary inspections in the Western Division from August 1, 1933, to July 31, 1934, are made up as follows:—

	Cars	Per- centages
Wheat.....	153,102	85.79
Oats.....	15,136	8.48
Barley.....	8,710	4.88
Flaxseed.....	359	0.20
Rye.....	979	0.55
Mixed grain.....	137	0.08
Buckwheat.....	2	0.00
Screenings.....	38	0.02
Total.....	178,463	100.00

The grades of Wheat are as follows:—

	Cars	Per- centages
1 Manitoba Hard.....	11,140	7.276
1 Manitoba Northern.....	59,683	38.983
2 Manitoba Northern.....	44,677	29.181
3 Manitoba Northern.....	6,877	4.492
4 Manitoba Northern.....	4,410	2.880
No. 5.....	1,772	1.157
No. 6.....	785	0.513
Sample wheat.....	78	0.052
Feed.....	295	0.193
Smutty.....	385	0.252
Tough.....	15,599	10.188
Damp.....	212	0.139
Rejected.....	580	0.379
1 Amber Durum.....	4,254	2.779
2 Amber Durum.....	1,249	0.816
3 Amber Durum.....	321	0.210
4 Amber Durum.....	26	0.018
5 Amber Durum.....	1	Nil
Smutty Amber Durum.....	25	0.016
Tough Amber Durum.....	47	0.031
Sample Amber Durum.....	1	Nil
Rejected Amber Durum.....	356	0.233
Red Durum.....	1	Nil
1 White Spring.....	65	0.043
2 White Spring.....	35	0.023
3 White Spring.....	31	0.020
Smutty White Spring.....	2	0.001
Tough White Spring.....	12	0.008
Rejected White Spring.....	6	0.004
1 mixed wheat.....	10	0.007
2 mixed wheat.....	2	0.001
3 mixed wheat.....	23	0.016
4 mixed wheat.....	2	0.001
5 mixed wheat.....	52	0.034
6 mixed wheat.....	1	Nil
Tough mixed wheat.....	4	0.003
Smutty mixed wheat.....	2	0.001
Rejected mixed wheat.....	7	0.005
Damp mixed wheat.....	2	0.001
1 Alberta Red Winter.....	48	0.031
2 Alberta Winter.....	15	0.009
3 Alberta Winter.....	1	Nil
Tough Alberta Winter.....	2	0.001
Smutty Alberta Winter.....	5	0.003
Rejected Alberta Winter.....	1	Nil
Total.....	153,102	100.000

The grades of Oats are as follows:—

	Cars	Per- centages
1 C.W.....	30	0.198
2 C.W.....	4,546	30.034
3 C.W.....	3,850	25.436
Special feed.....	57	0.377
Ex. 1 feed.....	837	5.530
1 feed.....	3,655	24.148
2 feed.....	907	5.992
3 feed.....	82	0.542
Mixed feed oats.....	22	0.145
Rejected oats.....	20	0.132
Tough.....	1,070	7.069
Damp.....	51	0.338
Sample.....	9	0.059
Total.....	15,136	100.000

The grades of Barley are as follows:—

	Cars	Per- centages
2 C.W. (six row).....	2	0.023
3 Ex. C.W. (six row).....	2,263	25.982
2 C.W. (two row).....	10	0.115
3 Ex. C.W. (two row).....	140	1.607
3 Ex. C.W. (trebi).....	38	0.436
3 C.W.....	2,578	29.598
4 C.W.....	955	10.964
5 C.W.....	440	5.052
6 C.W.....	74	0.850
Rejected.....	4	0.046
Tough.....	2,161	24.810
Damp.....	42	0.482
Sample.....	3	0.035
Total.....	8,710	100.000

The grades of Flax are as follows:—

	Cars	Per- centages
1 C.W.....	325	90.529
2 C.W.....	15	4.179
3 C.W.....	7	1.949
4 C.W.....	2	0.557
Tough.....	9	2.507
Sample.....	1	0.279
Total.....	359	100.000

The grades of Rye are as follows:—

	Cars	Per- centages
1 C.W.....	32	3.269
2 C.W.....	362	36.977
3 C.W.....	446	45.557
4 C.W.....	30	3.064
Ergoty rye.....	40	4.086
Rejected.....	3	0.306
Tough.....	65	6.639
Sample.....	1	0.102
Total.....	979	100.000

The grades of Mixed Grains are as follows:—

	Cars	Per- centages
No. 1.....	25	18.249
No. 2.....	11	8.029
No. 3.....	84	61.314
Tough.....	12	8.759
Sample.....	2	1.460
Smutty.....	1	0.729
Rejected.....	2	1.460
Total.....	137	100.000

The number of cars of grain inspected at the various points during the crop year August 1st, 1933 to July 31st, 1934.

	Cars	Per- centages
Winnipeg.....	118,954	66.653
Calgary.....	19,202	10.760
Duluth.....	396	0.223
Moose Jaw.....	5,285	2.962
Saskatoon.....	6,591	3.693
Medicine Hat.....	2,304	1.292
Lethbridge.....	81	0.045
Prince Rupert.....	27	0.015
Vancouver.....	902	0.506
Edmonton.....	22,815	12.784
Churchill.....	1,906	1.067
Total.....	178,463	100.000

SUMMARY OF CARS RE-INSPECTED

	Winnipeg			Calgary		
Cars inspected.....	118,954			19,202		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	17,775	70.89	14.94	1,662	67.69	8.65
Grades raised.....	5,788	23.08	4.87	439	17.89	2.29
Grades lowered.....	138	0.55	0.12	17	0.69	0.09
Dockage raised.....	187	0.75	0.16	81	3.30	0.42
Dockage lowered.....	1,185	4.73	0.99	256	10.43	1.33
Totals.....	25,073	100.00	21.08	2,455	100.00	12.78

	Edmonton			Saskatoon		
Cars inspected.....	22,815			6,591		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	4,480	79.49	19.63	364	82.73	5.52
Grades raised.....	825	14.64	3.62	66	15.00	1.00
Grades lowered.....	79	1.40	0.35	2	0.45	0.03
Dockage raised.....	114	2.02	0.49	1	0.23	0.01
Dockage lowered.....	138	2.45	0.60	7	1.59	0.11
Totals.....	5,636	100.00	24.69	440	100.00	6.67

	Moose Jaw			Medicine Hat		
Cars inspected.....	5,285			2,304		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	332	87.60	6.28	21	58.34	0.91
Grades raised.....	41	10.82	0.77	5	13.89	0.22
Grades lowered.....	5	1.32	0.09	3	8.33	0.13
Dockage raised.....				3	8.33	0.13
Dockage lowered.....	1	0.26	0.02	4	11.11	0.17
Totals.....	379	100.00	7.16	36	100.00	1.56

RECAPITULATION OF REINSPECTIONS

	Cars	Percentages	Percentage of total inspections
Left as graded.....	24,634	72.41	13.80
Grades raised.....	7,164	21.06	4.01
Grades lowered.....	244	0.72	0.14
Dockage raised.....	386	1.13	0.22
Dockage lowered.....	1,591	4.68	0.89
Totals.....	34,019	100.00	19.06
Total—			
Reinspections.....	34,019		19.06
Left as graded.....	24,634	13.80	
Changes.....	9,385	5.26	19.06

SUMMARY OF CARS APPEALED

	Winnipeg		Calgary		Edmonton		Total	
	Cars	P.c.	Cars	P.c.	Cars	P.c.	Cars	P.c.
Left as graded.....	332	79.05	240	81.35	363	85.41	935	82.02
Grades raised.....	87	20.71	42	14.24	60	14.12	189	16.58
Grades lowered.....	1	0.24	2	0.68			3	0.26
Dockage raised.....								
Dockage lowered.....			11	3.73	2	0.47	13	1.14
	420		295		425		1,140	

PERCENTAGE OF APPEALS TO TOTAL INSPECTIONS

	Cars	Percentages
Total inspections.....	178,463	100
Total appeals.....	1,140	.638
Total grades sustained.....	935	0.524
Total grades changed.....	205	0.114 .638

BUSHELS OF GRAIN INSPECTED AND SHIPPED BY VESSEL, AUGUST 1st, 1933 TO JULY 31st, 1934

	Fort William and Port Arthur	Vancouver and New Westminster	Prince Rupert	Victoria	Churchill, Man.	Duluth and Superior
Wheat.....	149,309,234	48,802,314			2,707,891	510,196
Oats.....	15,037,411	2,484,294				
Barley.....	8,397,091	764,720				32,409
Flaxseed.....	777,251					
Rye.....	3,731,770					
Mixed grain.....	12,152					
Oats groats.....	53,915					
Screenings.....	1,329,112	6,650	16,267			

CARS OF GRAIN INSPECTED AND SHIPPED BY RAIL EX TERMINAL ELEVATOR,
AUGUST 1st, 1933 TO JULY 31st, 1934

	Duluth	Ft. Wm. and Pt. Ar.	Winnipeg	Calgary	Prince Rupert	Moose Jaw	Saskatoon	Lethbridge	Vancouver	Edmonton
Wheat.....	85	1,177	655	1,540		153	767	83	290	1,225
Oats.....		989	472	222	1	997	382		210	1,177
Barley.....		400	309	319		27	11		37	88
Flaxseed.....		107				1	1		1	
Rye.....		192	10	5		1			26	
Mixed grain.....		14	22	24		2			3	14
Corn.....		38								
Screenings.....		477	171	191		47	123	1	578	30
Oats groats.....		10								
	85	3,404	1,639	2,301	1	1,228	1,284	84	1,145	2,534

GARNET WHEAT
WESTERN INSPECTION DIVISION

Cars containing a percentage of Garnet Wheat, inspected in the crop year August 1st, 1933, to July 31st, 1934, graded into the Two Northern and lower grades of Red Spring Wheat:—

Inspected at	Total cars Red Spring	Cars containing Garnet	Percentage of Garnet
Vancouver.....	783	17	2.17
Edmonton.....	18,819	1,884	10.01
Medicine Hat.....	2,220	5	0.22
Calgary.....	17,143	4,479	26.13
Saskatoon.....	3,654	343	9.39
Winnipeg.....	98,412	12,560	12.76
Moose Jaw.....	3,318	114	3.44
Churchill.....	1,906	625	32.79
Total.....	146,255	20,027	13.69

EASTERN DIVISION

TOTAL INSPECTIONS, AUGUST 1ST, 1933 TO JULY 31ST, 1934

Cargoes—	Bushels
Grain grown in Eastern Division.....	2,630
Grain grown in United States.....	464,596
Grain grown in Western Division.....	99,883
	567,109
At Montreal.....	398,483
At Quebec.....	99,883
At St. John, N.B.....	68,743
	567,109

Car Loads—

Cars

Grain grown in Eastern Division—

At Toronto.....	103
At Montreal.....	239
	342

GRAIN CARGOES SAMPLED BUT NOT INSPECTED AUGUST 1ST, 1933 TO JULY 31ST, 1934

	Bushels
Western Grain.....	116,397,560
United States grain a/c shippers.....	322,308
Eastern grain a/c shippers.....	328,223
Argentine grain a/c shippers.....	2,555,888
South African corn a/c shippers.....	80,411
Polish grain a/c shippers.....	2,534,855
	<hr/> 122,219,245
At Montreal.....	86,463,747
At Sorel.....	12,149,574
At Quebec.....	16,215,099
At St. John, N.B.....	5,442,646
Halifax.....	1,948,179
	<hr/> 122,219,245

CAR LOADS SAMPLED BUT NOT INSPECTED AUGUST 1ST, 1933 TO JULY 31ST, 1934

	Montreal Cars	Toronto Cars
Western grain.....	390	6
Eastern grain.....	4	194
United States grain.....	8	.....
South African grain.....	29	.....
Argentine grain.....	281	8
	<hr/> 712	<hr/> 208

GRADES OF CARGOES INSPECTED

Grain grown in Eastern Division—	Bushels
No. 3 Buckwheat.....	2,630
Grain grown in United States—	
No. 1 Hard Winter Wheat.....	65,507
No. 2 Hard Winter Wheat.....	257,746
No. 2 Yellow Corn.....	21,600
No. 2 Mixed Corn.....	119,743
	<hr/> 464,596
Grain grown in Western Division—	
No. 1 Manitoba Northern.....	99,883

GRADES OF CAR LOADS INSPECTED

	Toronto	Montreal	Total
<i>Wheat—</i>			
No. 2 White Winter.....	7	.....	7
No. 2 Red Winter.....	10	.....	10
No. 3 Red Winter.....	1	.....	1
No. 2 Mixed Winter.....	43	.....	43
No. 3 Mixed Winter.....	9	.....	9
Rejected Mixed Winter.....	4	.....	4
No. 1 Commercial.....	1	.....	1
No. 2 Commercial.....	1	.....	1
			<hr/> 76
<i>Oats—</i>			
No. 2 White.....	.....	3	3
No. 3 White.....	.....	36	36
No. 4 White.....	.....	15	15
Rejected White.....	.....	6	6
			<hr/> 60
<i>Barley—</i>			
No. 3 Extra.....	3	.....	3
No. 3.....	2	.....	2
			<hr/> 5
<i>Buckwheat—</i>			
No. 2.....	14	53	67
No. 3.....	8	109	117
No. 4.....	.....	7	7
Rejected.....	.....	7	7
			<hr/> 198
<i>Mixed Grain.....</i>		3	3
	<hr/> 103	<hr/> 239	<hr/> 342

APPENDIX No. 6

MR. J. RAYNER,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31st, 1934:

In the Western Division this Branch supplied weighing services at public terminal elevators, semi-public terminal elevators and private terminal elevators licensed by the Board. In the Eastern Division, weighing services have been supplied on a fees basis at the following Eastern elevators:

Goderich Elevator.
Western Canada Flour Mills Elevator, Goderich.
Canada Steamship Lines Elevator, Midland.
Midland Simcoe Elevator, Midland.
Canadian National Railways Elevator, Midland.
Aberdeen Elevator, Midland.
The Great Lakes Elevator, Owen Sound.
Canadian Pacific Railway Elevator, Port McNicoll.
Sarnia Elevator, Sarnia.
Toronto Elevator, Toronto.

The equipment used in receiving and shipping grain in the various elevators where weighing services have been supplied, has been maintained in good condition under the supervision of officers of this Branch.

The scales in the elevators at Fort William and Port Arthur, the Canadian Government Interior elevators, the Department of Railways and Canals elevator at Port Churchill, and those loading to tide water at Pacific Coast ports, have been inspected twice during the year. The regular annual inspection, as required under the Weights and Measures Act, was carried out under my authority as Inspector of Weights and Measures of Terminal Elevator Scales. The semi-annual inspection of the above scales was made to ensure the continued accuracy of the scales.

Special tests were made of various scales during the crop year when deemed necessary and upon request. These scales have been kept in good condition by an expert scale mechanic.

The inspection of scales, as required under the Act, in the elevators licensed by the Board in the Eastern Division, was carried out by Mr. P. J. Marples of Montreal.

A further decrease has taken place in the personnel of the permanent and seasonal staff during the year, as follows: twelve superannuated, one transferred and one deceased.

The number of complaints received on the outturn of cars received at terminal elevators has been very small considering the large number of cars handled. Every precaution is taken at the terminal elevators, both with regard to the accuracy of scales and close supervision by the Weighing Staff over the weighing of car loads of grain received from country points. However, there are bound to be complaints, some of which are due to errors at loading, leaks repaired in transit, pilferage, leaks on arrival and other causes beyond the knowledge or jurisdiction of the weighman at the terminal elevator. Complaints received have been investigated and where the investigation has warranted it, adjustments have been made in the amount of Six Hundred and Seventy-two Bushels and Ten pounds (672-10). The outturns of cars moving under official weighing at both loading and unloading elevators have been very satisfactory.

Complaints of alleged shortages in the outturn of some cargoes loaded at Fort William and Port Arthur, and unloaded at Eastern Ports, have been received. The weighing and loading of these cargoes were investigated without finding any evidence of responsibility at the loading elevators. The average reported shortage in the outturn of cargoes, ex Fort William and Port Arthur, was higher than last year.

All stocks of grain in Public and Semi-Public terminal elevators and the top four grades of wheat in private terminal elevators were weighed over at the end of the crop year and statements of the quantities in store, amounting to approximately 80,278,149 bushels of all grains, were prepared and forwarded to the Board to permit of the adjustment of outstanding warehouse receipts in public and semi-public terminal elevators, and the establishment of overages in terminal elevators in accordance with the provisions of Section 138 of the Canada Grain Act.

Attached are statements giving particulars of the various phases of the work of this Branch.

Respectfully submitted,

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., December 21st, 1934.

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ending July 31st, 1934.

FORT WILLIAM-PORT ARTHUR

RECEIPTS

Grain	Receipts from West	Transfer Receipts		Total
		Rail	Vessel	
	bush.	bush.	bush.	bush.
Wheat.....	147,272,385-00	1,682,106-00	3,386,153-20	152,340,644-20
Oats.....	11,780,939-02	505,023-18	1,121,828-18	13,407,791-04
Barley.....	8,030,633-20	425,573-16	1,228,400-40	9,684,607-28
Flaxseed.....	266,591-28	117,915-19	167,193-12	551,700-03
Rye.....	1,213,734-30	267,412-27	1,343,270-20	2,824,417-21
South African Corn.....		1,117-28		1,117-28
Argentine Corn (ex vessel).....	69,665-30	23,735-40		93,401-14
	lbs.	lbs.		lbs.
Mixed Grain.....	5,232,280	265,680		5,497,960
Mixed Feed Oats Groats.....				
All Screenings.....	2,667,910	10,033,900		12,701,810
Sample Barley Malt.....	7,793,790			7,793,790

SHIPMENTS

Grain	Vessel	Rail	Transfer Shipments		Total
			Rail	Vessel	
	bush.	bush.	bush.	bush.	bush.
Wheat.....	146,162,672-50	229,319-40	1,503,039-50	3,147,821-00	151,042,853-20
Oats.....	13,913,478-00	1,977,839-24	511,661-17	1,123,933-33	17,526,913-06
Barley.....	6,624,466-00	236,073-14	431,960-40	1,558,443-45	8,850,944-03
Flaxseed.....	621,442-05	43,161-54	120,233-11	167,279-46	952,117-04
Rye.....	2,071,860-51	5,808-32	268,633-10	1,659,900-52	4,006,203-33
South African corn.....		2,278-12	1,118-22		3,396-34
Argentine corn.....		47,052-48	23,750-00		70,802-48
	lbs.	lbs.	lbs.		lbs.
Mixed grain.....	607,610	864,410	270,044		1,742,064
Mixed Feed oats groats.....	1,833,110	533,200			2,366,310
All Screenings.....	79,746,740	25,788,040	10,484,650		116,019,430
Sample barley malt.....	7,726,780				7,726,780

GROSS HANDLINGS OF ALL GRAINS DURING THE CROP YEAR 1933-34, AT THE FOLLOWING POINTS

RECEIPTS

Point	Wheat	Oats	Barley	Flax	Rye	Mixed Grain	Miscellaneous
	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Vancouver and New Westminster.....	49,068,672-40	2,748,056-32	523,453-02	3,454-26	19,415-25	480,930	7,802,590
Victoria.....	948,581-00	1,137-12					
Prince Rupert.....	1,115,017-20	2,530-10					
Churchill.....	2,842,027-10	10,055-20					
North Transcona.....							
Calgary.....	2,656,394-20	294,667-02	266,019-18	81-34	1,567-28	6,400	128,016
Edmonton.....	2,349,901-20	675,615-20	45,097-04			60,930	234,950
Lethbridge.....	157,175-00						1,320
Moose Jaw.....	83,413-30	1,404,838-18	49,865-00	4,522-18	1,002-38	67,160	40,970
Saskatoon.....	181,029-00	748,648-28	33,765-10	1,473-02		176,530	50,890

SHIPMENTS

Point	Wheat	Oats	Barley	Flax	Rye	Mixed Grain	Miscellaneous
	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Vancouver and New Westminster.....	49,748,527-31	3,873,413-20	834,058-26	2,004-03	57,491-15	102,650	56,595,827
Victoria.....	5,515-40	13,182-12					620,970
Prince Rupert.....	1,062-50	2,227-02					622,180
Churchill.....	2,707,871-00						7,110,800
North Transcona.....	17,000-00						
Calgary.....	2,295,401-00	227,886-06	265,743-16	81-34	1,567-28	6,400	2,020,566
Edmonton.....	1,991,362-50	743,489-24	47,696-02			60,880	1,861,610
Lethbridge.....	151,078-50						133,380
Moose Jaw.....	87,208-10	1,378,272-12	48,949-18	3,898-05	1,046-38	67,110	720,655
Saskatoon.....	1,115,254-20	739,703-33	34,005-15	1,273-18		140,350	926,830

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT ELEVATORS, CROP YEAR 1933-34

Kenora.....	700
Keewatin.....	5,050
Winnipeg.....	9,892
Portage la Prairie.....	786
Moose Jaw.....	4,433
Saskatoon.....	3,289
Calgary.....	4,869
Edmonton.....	2,426
Medicine Hat.....	2,461
Total.....	33,906

REPORT OF CARS ARRIVING AT DESTINATION, LEAKING, NOT PROTECTED BY SEALS AND WITH DEFECTIVE SEALS, ALSO CARS REPORTED IN BAD ORDER AND LOADS TRANSFERRED IN TRANSIT CROP YEAR 1933-34

CANADIAN PACIFIC RAILWAY

	Leaking cars	Missing seals	Defective seals
Lake Head elevators.....	5,028	562	58
Elevators excluding Lake Head.....	2,737	472	88
Cars reported bad order and loads transferred.....	5		
Total.....	7,770	1,034	146

CANADIAN NATIONAL RAILWAY

	Leaking cars	Missing seals	Defective seals
Lake Head elevators.....	5,441	905	28
Elevators excluding Lake Head.....	2,540	204	44
Cars reported bad order and loads transferred.....			
Total.....	7,981	1,109	72
Total both roads.....	15,751	2,143	218

REPORT OF THE AVERAGE REPORTED SHORTAGES OF POUNDS PER 1,000 BUSHELS ON THE VARIOUS GRAINS LOADED AT FORT WILLIAM AND PORT ARTHUR AND UNLOADED CANADIAN AND AMERICAN PORTS

CANADIAN PORTS

Grain	Bushels	Pounds per 1,000 bushels
Wheat.....	100,677,537-10	Short 20.55
Oats.....	13,913,478-00	Short 28.51
Barley.....	6,404,490-08	Short 43.71
Flaxseed.....	438,742-05	Short 41.65
Rye.....	234,402-22	Short 66.24
Barley malt.....	7,726,780 lbs.	Short 1.27 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	916-1,110 tons	Short 3.4 lbs. per ton.
Screenings.....	12,697-0,750 tons	Short 2.78 lbs. per ton.

AMERICAN PORTS

Wheat.....	45,240,496-50	Short 13.92
Barley.....	220,000-00	Short 71.41
Flaxseed.....	182,700-00	Short 45.98
Rye.....	1,837,458-29	Short 40.89
Screenings.....	27,175-1,990 tons	Short 7.64 lbs. per ton.

GRAND TOTALS—GRAIN SHIPPED

Wheat.....	145,918,034-00	Short 18.49
Oats.....	13,913,478-00	Short 28.51
Barley.....	6,624,490-08	Short 44.63
Flaxseed.....	621,442-05	Short 42.92
Rye.....	2,071,860-51	Short 43.76
Barley malt.....	7,726,780 lbs.	Short 1.27 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	916-1,110 tons	Short 3.4 lbs. per ton.
Screenings.....	39,873-0,740 tons	Short 6.10 lbs. per ton.

APPENDIX No. 7

FORT WILLIAM, ONT., December 15th, 1934.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following report of the Canadian Government Elevators for the year 1934:

Elevators Operated

The following elevators have continued to be operated by this Branch, namely,

Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge.

Elevators Leased

The Prince Rupert elevator has been operated by the Alberta Wheat Pool Elevators, Limited, under a lease for two years from the 1st of August, 1933, and the Port Arthur elevator, which was leased to the McCabe Bros. Grain Company, Limited, for a period of one year from the 1st of August, 1933, has been released to that company for a further period of two years from the 1st of August, 1934, with an option to extend the period for a further three years at the end of the lease.

Elevator Transferred

Under the provisions of an Order-in-Council dated the 11th of October, 1933, the Halifax elevator was transferred from the Department of Trade and Commerce to the Department of Marine for operation by the Halifax Harbour Commissioners.

Charges

The charges at the elevators operated have been maintained on the same basis as in previous years with the exception that the reduction in elevation charges on wheat from one cent (1c.) per bushel to two-fifths of one cent ($\frac{2}{5}$ of 1c.) per bushel, which was put into effect at the Saskatoon and Moose Jaw elevators on the opening of the Churchill elevator, was extended to apply also to the elevators at Calgary, Edmonton and Lethbridge. The storage charge at these elevators has been maintained at one-sixtieth of one cent ($\frac{1}{60}$ of 1c.) per bushel per day as against a charge of one-thirtieth of one cent ($\frac{1}{30}$ of 1c.) per bushel per day, effective at terminal elevators at the Head of the Lakes and on the Pacific Coast.

Grain Handled

Unfortunately crop conditions in Saskatchewan were such that the reduced charges off-setting the railway stop-over charge did not attract, during the crop year ended July 31st, 1934, the volume of grain which might have been looked for at Saskatoon and Moose Jaw under normal conditions, but the volume handled at the Calgary and Edmonton elevators was more than three million (3,000,000) bushels in excess of the volume handled during the previous crop year. The volume handled at the Lethbridge elevator continues to be very light.

Board of Grain Commissioners

A large proportion of the grain received at the Moose Jaw and Saskatoon elevators was handled for the account of the Saskatchewan Government for cleaning and shipment to the drought areas in that Province.

The following comparative statement shows the bushels handled during the last two crop years:

Elevator	1932-33	1933-34	Increase	Decrease	Net Increase
Edmonton.....	1,235,426	3,067,629	1,832,203		
Calgary.....	1,889,670	3,216,563	1,326,893		
Moose Jaw.....	2,065,864	1,543,694		522,170	
Saskatoon.....	2,687,342	966,466		1,720,876	
Lethbridge.....	20,934	155,046	134,112		
	7,899,236	8,949,398			1,050,162

During the present crop year indications are that the handlings at the Edmonton and Calgary elevators may equal the volume handled during the last crop year but owing to the continued drought conditions in Saskatchewan, the volume handled at the Saskatoon and Moose Jaw elevators continues to be very light.

Repairs to Buildings

While the necessity for economy has curtailed, to a certain extent, expenditure on buildings, the elevator buildings have been maintained in a fair condition, major repairs and replacements carried out during the year being as follows:

Calgary.—Repairs to brick panels of workhouse walls.

Edmonton.—Construction of sewer and improved sanitary arrangements.
Repairs to bin walls of storage annex.

Port Arthur.—Some repairs were made to bin walls of the storage annex, but weather conditions prevented completion of all the work planned, which is being carried out this year.

Prince Rupert.—A complete new set of fender piles and boom logs on dock. New roof on drip shed and repairs to tracks. The lessees contributed about one-third of the cost of this work and also arranged to paint, at their own expense, the sacked grain warehouse, shipping galleries and structural steel work.

Trackage

The original trackage laid at Moose Jaw, Saskatoon and Calgary elevators was of 56 lb. steel, and to take care of the increased size and weight of engines and rolling stock now in use, this light steel is gradually being replaced by 80 lb. and 85 lb. steel as opportunities occur. The trackage at all points has been maintained in good condition, the following replacements being made:

Prince Rupert.—400 track ties and ballast.

Port Arthur.—830 track ties and ballast.

Moose Jaw.—500 track ties and switch ties.

Saskatoon.—800 track ties and switch ties; 1,400 ft. 80 lb. steel rails.

Calgary.—550 track ties; 300 ft. 85 lb. steel rails.

Edmonton.—2,000 track ties, switch ties and ballast; 70 ft. 80 lb. steel rails and switch points.

Lethbridge.—Ballast.

Equipment

While no new major items of equipment have been purchased during the year, one cleaner was transferred from the Lethbridge elevator to the Edmonton elevator, and repairs and replacements have been carried out as follows:

Moose Jaw.—Repairs to chain drives.

Saskatoon.—Elevator buckets, screens, car haul cables and transmission rope.

Calgary.—Improved type back-stops on shipping legs. New shipping leg belt.

Edmonton.—Car haul cables.

Port Arthur.—Seven (7) new car loading spouts, Forty-six (46) new discs in Carter Disc separators. New conveyor belt.

Staff

Staffs at all points have been maintained at a minimum consistent with the work to be done, and the following changes made to promote greater efficiency.

Edmonton.—Superintendent transferred to Moose Jaw and the former Moose Jaw Superintendent transferred to Edmonton. Track-shed foreman at Calgary transferred to fill vacant position of foreman at Edmonton.

Calgary.—Position of track-shed foreman filled by promotion.

Two employees were retired on account of age, one position being abolished and the other filled temporarily.

Results of Operation

For the crop year ended 31st July, 1934, the system, without allowing for depreciation, shows an excess of expenditure over revenue of \$24,738.48 as compared with an excess of expenditure over revenue for the previous crop year of \$101,585.63.

Respectfully submitted,

R. HETHERINGTON,
General Manager.

APPENDIX No. 8

WINNIPEG MAN., December 29th, 1934.

Mr. J. RAYNER,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following statement covering the activities of the Grain Research Laboratory during the year 1934:
PROTEIN STUDIES:

- (a) Survey of the protein content of the 1934 Western Canadian hard red spring wheat crop.
- (b) Survey of the protein content of the 1933 and 1934 Western Canadian amber durum wheat crops.
- (c) Survey of the protein content of the 1934 Western Canadian barley crop.
- (d) The protein content of cargoes of contract grades of hard red spring wheat.

MILLING AND BAKING STUDIES:

- (a) The milling and baking characteristics of the 1934 hard red spring wheat crop.
- (b) The comparative quality of cargoes of corresponding grades of hard red spring wheat ex Atlantic and Pacific ports.
- (c) The comparative quality of average samples of corresponding grades of hard red spring wheat obtained from different inspection offices.
- (d) The milling and baking quality of weathered wheat.
- (e) Special investigations to further the sales abroad of Canadian flour.
- (f) The behaviour of strong flours of widely varying protein content when subjected to normal and severe baking procedures.
- (g) Comparison of a bromate and malt-phosphate-bromate formula in testing wheat quality for the plant breeder.

FLAX STUDIES:

- (a) A study of the factors influencing the reliability of the ether extraction method for determining the oil content of flaxseed.
- (b) Progress report on a refractometric method for determining the oil content of flaxseed.
- (c) Preliminary study of the carotenoid pigments of Canadian flaxseed.
- (d) A survey of the oil content and quality of the 1934 Western Canadian crop of flaxseed.

SPECIAL TESTS FOR THE INFORMATION OF THE CHIEF INSPECTOR AND BRANCH INSPECTION OFFICES:

- (a) Artificially dried wheat.
- (b) The milling and baking quality of new varieties of wheat.
- (c) Analyses of corn and buckwheat.

SUPERVISION OF MOISTURE TESTING

Co-Operative Studies:

- (a) National Research Council.
 1. General collaborative work.
 2. A study of rapid methods for determining moisture in grain.
 3. Durum wheat studies.
- (b) Cereal Division, Experimental Farms' Branch, Ottawa.
- (c) Dominion Rust Research Laboratory, Winnipeg.
- (d) American Association of Cereal Chemists.
- (e) Department of Milling Industry, Kansas State Agricultural College.
- (f) Extension of Research Facilities to Universities.

REPORTS AND PUBLICATIONS:

- (a) 56 reports to the Board of Grain Commissioners.
- (b) 10 scientific papers released for publication.
- (c) 17 technical and miscellaneous reports for general distribution.

The full report, summarizing the various projects listed above, is submitted herewith and it is recommended that, in accordance with the usual practice, it be published separately.

Yours respectfully,

W. F. GEDDES,

Chemist in Charge.

APPENDIX No. 9

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1933, TO AUGUST 31, 1934

(a) WINNIPEG—

Revenue—

Licence fees.....		\$ 31,755 00
Registration fees.....	\$ 7,248 56	
Cancellation fees.....	7,710 76	
		14,959 32
Inspection fees.....	117,474 00	
Samples sold.....	3,731 47	
Refund express.....	1,112 75	
Cargo certificates split.....	230 00	
Sundries.....	25 02	
		122,573 24
Appeal fees.....		1,329 00
Weighing fees.....	10,819 00	
Condition reports.....	374 50	
		11,193 50
		<u>\$ 181,810 06</u>

Expenditure—

Board and Executive Office—

Salaries—

Commission and Secretary.....	32,202 00
Secretary's Office.....	8,149 59
Licensing and Bonding.....	10,422 00
Rents.—	
Executive Office.....	2,791 00
Licensing and Bonding.....	942 00

Travelling Expenses—

Grain Commission.....	6,563 28
-----------------------	----------

General Expenses—

Grain Commission.....	5,424 67
Licensing and Bonding.....	187 66

Printing and Stationery—

Grain Commission.....	533 85
Licensing and Bonding.....	1,879 79

69,095 84

Assistant Commissioner's Office—

Salaries.....	8,100 00
Rent.....	481 00
Travelling expenses.....	658 65
General expenses.....	226 09
Printing and stationery.....	8 51

9,474 25

Accounting Branch—

Salaries.....	6,074 70
Rent.....	501 00
Travelling expenses.....	199 85
General expenses.....	262 74
Printing and stationery.....	327 09

7,365 38

Grain Research Laboratory—

Salaries.....	24,491 98
Rent.....	10,337 00
Travelling expenses.....	535 25
General expenses.....	9,990 09
Printing and stationery.....	2,344 47

47,698 79

Registration Branch—

Salaries.....	11,934 00
Rent.....	1,326 00
Travelling expenses.....	400 00
General expenses.....	260 18
Printing and stationery.....	232 99

14,153 17

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—Continued

(a) WINNIPEG—Con.

Expenditure—Con.

Inspection Branch—

Salaries.....	\$ 190,143 32	
Rent.....	18,002 00	
Travelling expenses.....	893 94	
General expenses.....	7,739 05	
Printing and stationery.....	2,611 23	
	<hr/>	\$ 219,389 54

Weighing Branch—

Salaries.....	39,883 94	
Rent.....	1,428 00	
Travelling expenses.....	532 75	
General expenses.....	295 91	
Printing and stationery.....	328 51	
	<hr/>	42,469 11

Grain Appeal Tribunal—

Salaries.....	5,022 00	
Rent.....	420 00	
General expenses.....	937 50	
	<hr/>	6,379 50

Wheat Bonus—

General expenses.....		25 00
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Grain Standards Committee—

Salaries.....	270 00	
Travelling expenses.....	1,162 85	
General expenses.....	3,565 44	
	<hr/>	4,998 29

World Grain Exhibition and Conference—Regina.....

	572 50	
	<hr/>	\$ 421,631 37

(b) CHURCHILL—

Revenue—

Inspection fees.....	4,493 00	
Weighing fees.....	4,516 00	
	<hr/>	9,009 00

Expenditure—

Inspection Branch—

Salaries.....	2,758 05	
Travelling expenses.....	1,408 15	
General expenses.....	23 56	
	<hr/>	4,189 76

Weighing Branch—

Salaries.....	2,601 65	
Travelling expenses.....	1,653 10	
	<hr/>	4,254 75
		8,444 51

(c) KEEWATIN—

Revenue—

Inspection fees.....	1,848 90	
Weighing fees.....	5,079 00	
	<hr/>	6,927 90

Expenditure—

Salaries inspection.....	2,462 40	
Salaries weighing.....	4,428 00	
General expenses.....	37 50	
	<hr/>	6,927 90

(d) KENORA—

Revenue—

Weighing fees.....		1,947 00
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Expenditure—

Salaries weighing.....	1,944 00	
General expenses.....	3 00	
	<hr/>	1,947 00

(e) PORTAGE LA PRAIRIE—

Revenue—

Weighing fees.....		2,214 00
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Expenditure—

Salaries weighing.....		2,214 00
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STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—Continued

(f) SASKATOON—

Revenue—

Inspection fees.....	\$ 8,862 40		
Samples sold.....	214 58		
		\$ 9,076 98	
Weighing fees.....		5,650 40	
			\$ 14,727 38

Expenditure—

Assistant Commissioner's Office—

Salaries.....	8,100 00		
Travelling expenses.....	446 52		
General expenses.....	89 15		
Printing and stationery.....	12 23		
		8,647 90	

Inspection Branch—

Salaries.....	16,334 61		
Rent.....	1,680 00		
Travelling expenses.....	184 00		
General expenses.....	608 89		
Printing and stationery.....	3 22		
		18,810 72	

Weighing Branch—

Salaries.....	9,981 00		
			37,439 62

(g) MOOSE JAW—

Revenue—

Inspection fees.....	6,561 60		
Samples sold.....	274 00		
		6,835 60	
Weighing fees.....		6,206 20	
			13,041 80

Expenditure—

Inspection Branch—

Salaries.....	13,735 51		
Rent.....	2,485 00		
Travelling expenses.....	249 25		
General expenses.....	433 26		
Printing and stationery.....	64 61		
		16,967 63	

Weighing Branch—

Salaries.....	7,198 28		
			24,165 91

(h) MEDICINE HAT—

Revenue—

Inspection fees.....	4,411 40		
Samples sold.....	98 40		
		4,509 80	
Weighing fees.....		4,158 00	
			8,667 80

Expenditure—

Inspection Branch—

Salaries.....	3,997 53		
Rent.....	265 00		
General expenses.....	247 27		
		4,509 80	

Weighing Branch—

Salaries.....	4,158 00		
			8,667 80

(i) LETHBRIDGE—

Revenue—

Inspection fees.....	272 30		
Samples sold.....	13 85		
		286 15	
Weighing fees.....		244 70	
			530 85

Expenditure—

Inspection Branch—

Salaries.....	3,017 25		
General expenses.....	31 19		
		3,048 44	

Weighing Branch—

Salaries.....	3,308 40		
Travelling expenses.....	138 50		
General expenses.....	8 00		
		3,454 90	
			6,503 34

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—*Continued*

(j) SUPERIOR—				
Revenue—				
Inspection fees.....	\$		689	00
Expenditure—				
Salaries inspection.....	\$	2,620	35	
General expenses.....		13	23	
				2,633 58
(k) CALGARY—				
Revenue—				
Inspection fees.....	\$	23,074	70	
Samples sold.....		626	62	
Refund express.....		191	25	
				23,892 57
Weighing fees.....			8,989	90
Appeal fees.....			591	00
				33,473 47
Expenditure—				
Assistant Commissioner's Office—				
Salaries.....		7,834	00	
Rent.....		480	00	
Travelling expenses.....		325	18	
General expenses.....		344	43	
Printing and stationery.....		25	76	
				9,009 37
Inspection Branch—				
Salaries.....		32,777	68	
Rent.....		1,801	00	
Travelling expenses.....		514	81	
General expenses.....		2,176	27	
Printing and stationery.....		332	09	
				37,601 85
Weighing Branch—				
Salaries.....		14,270	28	
Travelling expenses.....		41	00	
General expenses.....		99	28	
Printing and stationery.....		23	61	
				14,434 17
Grain Appeal Tribunal—				
Salaries.....		2,315	00	
Rent.....		285	00	
Travelling expenses.....		420	10	
General expenses.....		580	42	
				3,600 52
				64,645 91
(l) VICTORIA—				
Revenue—				
Inspection fees.....		50	00	
Samples sold.....		7	52	
				57 52
Weighing fees.....			601	90
				659 42
Expenditure—				
Salaries inspection.....		2,327	40	
Salaries weighing.....		2,617	20	
				4,944 60
(m) PRINCE RUPERT—				
Revenue—				
Inspection fees.....		61	40	
Samples sold.....		16	40	
				77 80
Weighing fees.....			684	30
				762 10
Expenditure—				
Inspection Branch—				
Salaries.....		3,149	55	
General expenses.....		30	26	
				3,179 81
Weighing Branch—				
Salaries.....		3,323	25	
General expenses.....		9	00	
				3,332 25
				6,512 06

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—*Continued*

(n) EDMONTON—

Revenue—

Inspection fees.....	\$ 25,888 00	
Samples sold.....	489 33	
Express refunds.....	292 50	
	<hr/>	\$ 26,669 83
Weighing fees.....	7,434 90	
Condition reports.....	4 50	
	<hr/>	7,439 40
Appeal fees.....		1,620 00
		<hr/>
		\$ 35,729 23

Expenditure—

Inspection Branch—

Salaries.....	36,252 90	
Rent.....	3,774 00	
Travelling expenses.....	302 40	
General expenses.....	2,646 62	
Printing and stationery.....	410 98	
	<hr/>	43,386 90

Weighing Branch—

Salaries.....	8,483 16	
Travelling expenses.....	45 00	
General expenses.....	62 80	
	<hr/>	8,590 96

Grain Appeal Tribunal—

Salaries.....	4,140 00	
Rent.....	510 00	
General expenses.....	1,056 90	
	<hr/>	5,706 90

57,684 70

(o) VANCOUVER—

Revenue—

Inspection fees.....	56,322 10	
Samples sold.....	2,322 40	
Splits.....	0 20	
	<hr/>	58,644 70
Weighing fees.....		89,257 90
Registration fees.....	2,203 40	
Cancellation fees.....	2,165 64	
	<hr/>	4,369 04

152,271 64

Expenditure—

Inspection Branch—

Salaries.....	79,361 32	
Rent.....	5,271 00	
Travelling expenses.....	339 00	
General expenses.....	1,939 10	
Printing and stationery.....	837 94	
	<hr/>	87,748 36

Weighing Branch—

Salaries.....	61,843 67	
Rent.....	2,007 00	
Travelling expenses.....	317 50	
General expenses.....	786 02	
Printing and stationery.....	778 52	
	<hr/>	65,732 71

Registration Branch—

Salaries.....	4,860 00	
Rent.....	1,332 00	
General expenses.....	208 81	
Printing and stationery.....	4 20	
	<hr/>	6,405 01

159,886 08

(p) FORT WILLIAM—

Revenue—

Inspection fees.....	186,943 10	
Samples sold.....	4,421 24	
Splits.....	8 30	
	<hr/>	191,372 64
Weighing fees.....		302,999 10

494,371 74

Expenditure—

Inspection Branch—

Salaries.....	278,249 01	
Rent.....	12,434 88	
Travelling expenses.....	328 80	
General expenses.....	8,056 81	
Printing and stationery.....	825 18	
	<hr/>	299,894 68

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—*Concluded*(p) FORT WILLIAM—*Con.**Expenditure—Con.*

Weighing Branch—

Salaries.....	\$ 234,980 68	
Rent.....	3,157 68	
Travelling expenses.....	1,162 59	
General expenses.....	2,027 72	
Printing and stationery.....	2,150 55	
	<u>\$ 243,479 22</u>	

Registration Branch—

Salaries.....	240 75	
Rent.....	40 00	
General expenses.....	9 10	
	<u>289 85</u>	

Assistant Commissioner's Office—

Salaries.....	7,884 00	
Rent.....	837 00	
Travelling expenses.....	489 95	
General expenses.....	275 13	
	<u>9,486 08</u>	

Statistical Branch—

Salaries.....	33,014 11	
Rent.....	2,016 00	
Travelling expenses.....	112 90	
General expenses.....	1,689 30	
Printing and stationery.....	1,546 32	
	<u>38,378 63</u>	
		<u>\$ 591,528 46</u>

(q) TORONTO—

Revenue—

Inspection fees.....	154 00	
Sampling fees.....	235 00	
Samples sold.....	24 16	
Splits.....	1 40	
Sundries.....	1 20	
	<u>415 76</u>	

Expenditure—

Inspection Branch—

Salaries.....	4,428 00	
Rent.....	600 00	
Travelling expenses.....	17 00	
General expenses.....	200 05	
Printing and stationery.....	8 32	
	<u>5,253 37</u>	

(r) MONTREAL—

Revenue—

Inspection fees.....	892 76	
Sampling fees.....	4,428 08	
Samples sold.....	195 21	
Splits.....	1,202 80	
Sundries.....	4 20	
	<u>6,723 05</u>	
Registration fees.....	1,678 39	
Cancellation fees.....	1,337 95	
	<u>3,016 34</u>	
		<u>9,739 39</u>

Expenditure—

Inspection Branch—

Salaries.....	24,768 16	
Rent.....	2,219 76	
Travelling expenses.....	1,050 94	
General expenses.....	686 11	
Printing and stationery.....	471 81	
	<u>29,196 78</u>	

Registration Branch—

Salaries.....	2,785 45	
Rent.....	220 00	
Travelling expenses.....	448 35	
General expenses.....	465 90	
Printing and stationery.....	92 41	
	<u>4,012 11</u>	

Grain Appeal Tribunal—

Salaries.....	270 00	
	<u>33,478 89</u>	

Fort William.....	299,894 68	243,479 22	.....	289 85	9,486 08	38,378 63	.....	.....	591,528 46
Toronto.....	5,253 37	.....	.....	.....	.....	.....	.....	.....	5,253 37
Montreal.....	29,196 78	.....	270 00	4,012 11	.....	.....	.....	.....	33,478 89
	780,601 02	418,329 05	15,956 92	24,860 14	106,285 94	38,378 63	7,365 38	47,698 79	1,444,509 16

Total Revenue.....\$ 966,987 54
Total Expenditure.....1,444,509 16
Net Deficit.....\$ 477,521 62

SUMMARY OF OPERATIONS BY BRANCHES

REVENUE

	Inspection		Weighing		Appeal Boards		Registration		Commission		Statistical		Accounting		Research Laboratory		Wheat Bonus		Grain Standards		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Fees.....	437,998 66		450,802 30		3,540 00		22,344 70		31,755 00												946,440 66	
Sampling.....	4,663 08																				4,663 08	
Express charges.....	1,596 50																				1,596 50	
Cargo splits.....	1,442 70																				1,442 70	
Samples sold.....	12,435 18																				12,435 18	
Condition reports.....			379 00																		379 00	
Sundries.....		30 42																			30 42	
	458,166 54		451,181 30		3,540 00		22,344 70		31,755 00												966,987 54	

EXPENDITURE

Salaries.....	696,398 06	401,220 49	11,747 00	19,820 20	82,691 59	33,014 11	6,074 70	24,491 98		270 00	1,275,728 13
Rents.....	48,552 64	6,592 68	1,215 00	2,918 00	5,531 00	2,016 00	501 00	10,337 00			77,643 32
Expenses.....	30,119 96	7,219 67	2,994 92	1,792 34	15,030 71	1,802 20	462 59	10,525 34	35 00	4,728 29	74,711 02
Printing and stationery.....											
World's Grain Exhibition and Conference—Regina.....	5,565 38	3,281 19	329 60	2,460 14	1,546 32	327 09	2,344 47				15,854 19
					572 50						572 50
	780,616 04	418,314 03	16,286 52	26,990 68	105,372 12	37,159 40	9,382 76	45,354 32	35 00	4,998 29	1,444,509 16

Net Deficit.....\$ 477,521 62

APPENDIX No. 10

REGULATIONS OF THE BOARD

The Regulations of the Board in effect at 31st December, 1934, are as follows:—

- No. 1. Registration and Cancellation of Terminal Warehouse Receipts.
- “ 4. Inspection of Samples taken other than at an Inspection Point.
- “ 8. Inspection and Grading of Grain after Treatment.
- “ 11. Procedure for Appeals from Inspection Offices to Grain Appeal Tribunals.
- “ 14. Construction of Elevators.
- “ 21. Cleaning Grain and Bins.
- “ 22. Fees.
- “ 23. Form of Terminal Warehouse Receipts.
- “ 35. Registration and Cancellation of Transfer and Eastern Warehouse Receipts.
- “ 36. Delivery of Grain to ocean vessels at Montreal.
- “ 37. Maximum Charges and Shrinkage Allowances—Country Elevators.
- “ 38. Maximum Tariff of Charges, Terminal Elevators at Fort William-Port Arthur as amended.
- “ 39. Maximum Tariff of Charges, Government Interior Terminal Elevators at Saskatoon, Moose Jaw, Calgary, Edmonton, Lethbridge as amended.
- “ 40. Maximum Tariff of Charges, Terminal Elevators West of Calgary, Alberta, as amended.
- “ 41. Maximum Tariff of Charges, Churchill Terminal Elevator.
- “ 42. Maximum Tariff of Charges for handling grain at Eastern Elevators.
- “ 43. Procedure—Country Elevators.

Date Due

		JUL 12 RETURN		
The Regular				ber, 1934, are as
follows:—				
No. 1. Regis				use Receipts.
“ 4. Inspe				ection Point.
“ 8. Inspe				
“ 11. Proce				o Grain Appeal
“ 14. Const				
“ 21. Clean				
“ 22. Fees.				
“ 23. Form				
“ 35. Regist				stern Warehouse
“ 36. Deliv				
“ 37. Maxim				try Elevators.
“ 38. Maxim				t Fort William-
“ 39. Maxim				rminal Elevators
at				, Lethbridge as
an				
“ 40. Maxim				West of Calgary,
Al				
“ 41. Maxim				elevator.
“ 42. Maxim				stern Elevators.
“ 43. Proce				

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